

INFORMATIONAL PROPOSAL (For information only, not to be used for bidding)

NEBRASKA DEPARTMENT OF ROADS
LETTING DATE: February 06, 2014

CALL ORDER: 305 CONTRACT ID: 3120

CONTROL NO./SEQ. NO.: 32120 /000 PROJECT NO.: RD-275-5(1033)

TENTATIVE START DATE: 06/30/14 CONTRACT TIME: 70 WORKING DAYS

LOCATION: S87B/US-275, IN NORFOLK & ROSALIE SPUR
IN COUNTY: MADISON THURSTON

BIDDER

GROUP 8 SPECIALTY

NOTES

THE TOTAL AMOUNT OF WORK WHICH WILL BE ACCEPTED IN
THIS LETTING IS LIMITED TO \$_____.

THE NUMBER OF _____ CONTRACTS WHICH WILL BE
ACCEPTED IN THIS LETTING IS LIMITED TO _____.

NOTICE TO ALL BIDDERS

To report bid rigging activities, call: 1-800-424-9071

The U.S. Department of Transportation (DOT) operates the above toll-free “hotline” Monday through Friday, 8:00 a.m. to 5:00 p.m. eastern time. Anyone with knowledge of possible bid rigging, bidder collusion, or other fraudulent activities should use the “hotline” to report such activities.

The “hotline” is part of the DOT’s continuing effort to identify and investigate highway construction contract fraud and abuse and is operated under the direction of the DOT Inspector General. All information will be treated confidentially and caller anonymity will be respected.

LETTING QUESTIONS

Prior to the letting, any questions pertaining to the Special Provisions or the Plans for this project should be submitted to NDOR in a written format through the Bid Express (BidX) website at <https://www.bidx.com/ne/lettings>. Likewise, NDOR will post answers exclusively to the BidX website. All official answers will be identified as “Authorized by NDOR.” **Questions will not be answered verbally.**

STATE OF NEBRASKA
DEPARTMENT OF ROADS

Required Provisions Supplemental to the

Standard Specifications for Highway Construction

I. Application

These contract provisions shall apply to all work performed on the contract by the contractor with his own organization and with the assistance of workmen under his immediate superintendence and to all work performed on the contract by piecework, station work, or by subcontract.

The contractor shall insert in each of his subcontracts all of the stipulations contained in the Special Provisions and these Required Provisions.

A breach of any of the stipulations contained in these Required Provisions may be grounds for termination of the contract.

II. Equal Opportunity

1. **Selection of Labor**

During the performance of this contract, the contractor shall not discriminate against labor from any other state.

2. **Nebraska Fair Employment Practices Act**

The contractor shall not discriminate against any employee or applicant for employment, to be employed in the performance of this contract with respect to his hire, tenure, terms, conditions, or privileges of employment, because of his race, color, religion, sex or national origin. The contractor agrees to post in a conspicuous place or places a notice to be provided by the State Highway Department which sets forth excerpts of the Act.

3. **Nebraska Equal Pay Act**

The contractor shall not discriminate on the basis of sex by paying wages to employees of one sex at a lesser rate than the rate paid to employees of the opposite sex for comparable work on jobs which have comparable requirements. An abstract of the Act is included on the notice which is provided by the State Highway Department.

April 4, 1995

III. Employment of Labor

1. General

No person under the age of sixteen (16) years, and no one whose age or physical condition is such as to make his employment dangerous to his health or safety, or to the health and safety of others shall be employed on any project. This paragraph shall not be construed to deny the employment of older people or physically handicapped persons, otherwise employable, where such persons may be safely assigned to work which they can ably perform.

No person currently serving sentence to a penal or correction institution shall be employed on any project.

Except as specifically provided under this section, workers who are qualified by training or experience to be assigned to projects of this character shall not be discriminated against on any grounds whatsoever.

2. Payrolls

Payrolls and basic records relating thereto will be maintained during the course of the work and preserved for a period of three years thereafter for all laborers and mechanics working on the site of the work.

The contractor's and subcontractor's payroll records shall be available for inspection by authorized representatives of the State Highway Department and authorized representatives of Federal Agencies.

The wages of labor shall be paid in legal tender of the United States, except that this condition will be considered satisfied if payment is made by a negotiable check, on a solvent bank, which may be cashed readily by the employee in the local community for the full amount, without discount or collection charges of any kind. Where checks are used for payment the contractor shall make all necessary arrangements for them to be cashed and shall give information regarding such arrangements.

No fee of any kind shall be asked or accepted by the contractor or any of his agents from any person as a condition of employment on the project.

No laborers shall be charged for any tools used in performing their respective duties except for reasonably avoidable loss or damage thereto.

Every employee on the work covered by this contract shall be permitted to lodge, board and trade where and with whom he elects and neither the contractor nor his agents, nor his employees shall directly or indirectly require as a condition of employment that an employee shall lodge, board or trade at a particular place or with a particular person.

No charge shall be made for any transportation furnished by the contractor or his agents to any person employed on the work.

April 4, 1995

No individual shall be employed as a laborer on this contract except on a wage basis, but this shall not be construed to prohibit the rental of teams, trucks or other equipment from individuals. No such rental agreement, or any charges for feed, gasoline, supplies, or repairs on account of such agreement, shall cause any deduction from the wages accruing to any employee except as authorized by the regulations hereinbefore cited.

IV. Safety and Accident Prevention

In the performance of this contract, the contractor shall comply with all applicable Federal, State and local laws governing safety, health and sanitation. The contractor shall provide all safeguards, safety devices and protective equipment and take any other needed actions, on his own responsibility or as the contracting officer may determine, reasonably necessary to protect the life and health of employees on the job and the safety of the public and to protect property in connection with the performance of the work covered by the contract.

V. Subletting or Assigning the Contract

The contractor shall perform with his own organization contract work amounting to not less than 30 percent of the total contract amount except that any items designated in the contract as "Specialty Items" may be performed by subcontract and the amount of any such "Specialty Items" so performed may be deducted from the total contract amount before computing the amount of work required to be performed by the contractor with his own organization.

Any items that have been selected as "Specialty Items" for the contract are listed as such in the Special Provisions found elsewhere in the contract.

No portion of the contract shall be sublet, assigned, or otherwise disposed of except with the written consent of the contracting officer or his authorized representative. Requests for permission to sublet assign or otherwise dispose of any portion of the contract shall be in writing and accompanied by a showing that the organization which will perform the work is particularly experienced and equipped for such work. The contractor shall give assurance that the minimum wage for labor as stated in his proposal shall apply to labor performed on all work sublet, assigned or otherwise disposed of in any way. Consent to sublet, assign or otherwise dispose of any portion of the contract shall not be construed to relieve the contractor of any responsibility for the fulfillment of the contract.

April 4, 1995

**SPECIAL PROVISIONS
FOR
STATE
PROJECT NO. RD-275-5(1033)**

GENERAL CONDITIONS

Bids for the work contemplated in this proposal form will be received at the office of the Nebraska Department of Roads in Room 104 of the Central Office Building at 1500 Highway 2 at Lincoln, Nebraska, on February 6, 2014, until 1:30 P.M.

- a. Bids submitted by mail should be addressed to the Nebraska Department of Roads, c/o Contract Lettings Section, P.O. Box 94759, Lincoln, NE 68509-4759.
- b. Bids submitted electronically over the internet, shall be submitted using www.bidx.com.

The 2007 Edition of the Standard Specifications for Highway Construction, including all amendments and additions thereto effective at the date of the contract, are made a part of these Special Provisions, through reference.

The Required Provisions dated April 4, 1995, are attached to and are a part of this proposal form.

The attention of bidders is directed to the Required Provisions covering subletting or assigning the contract.

The proposal contains a statement that the contractor is complying with, and will continue to comply with, fair labor standards in the pursuit of his business and in the execution of the work contemplated in this proposal.

Fair labor standards shall be construed to mean such a scale of wages and conditions of employment as are paid and maintained by at least fifty per cent of the contractors in the same business or field of endeavor as the contractor filing this proposal.

STATUS OF UTILITIES

The following information is current as of November 4, 2013.

Aerial and/or underground utilities may exist within the limits of this project. The Contractor shall determine to their satisfaction the extent of occupancy of any utilities located within the respective construction areas and the extent of conflict with the proposed work under this contract.

Any utility adjustments or interruption of service for the convenience of the Contractor shall be the sole responsibility of the Contractor.

To arrange for utilities to locate and flag their underground facilities, contact The Diggers Hotline of Nebraska at 1-800-331-5666 or dial 811.

STATUS OF RIGHT OF WAY

The right of way for this project has been acquired and physical possession is held by the State of Nebraska and ready for the Contractor's use, except tracts listed below:

Unacquired Right-of-Way Tracts as follows:

Tract Number	Status of Tract	Hearing Date
None	None	None

Right-of-Way Tracts with Pay Items:

Tract Number	Pay Items
None	None

- No encroachments on the old right of way.
- Acquisition of right of way is not required for this project.

**SPECIAL PROSECUTION AND PROGRESS
(General Requirements)**

The following requirements shall apply to this project.

1. The maximum lane closure length, excluding tapers, will be limited to 2.0± on US-275 miles, or as otherwise directed by the Engineer dependent upon traffic operations, and the Contractor will be allowed one lane closure in each direction. There are no such restrictions for the Rosalie Spur, other than defined in Standard Specifications for the use of a pilot car.
2. There are no peak hours for this project.
3. The Contractor shall have a work crew at the closure site at all times during a lane closure during daylight hours, unless otherwise described elsewhere in this proposal.
4. Lane closures shall be limited to the length required for the work being performed, up to a maximum length of 2.0± miles.

Although the Department will not unreasonably prevent the Contractor from utilizing a lane closure of the maximum length, lane closures shall not be established for lengths greater than necessary. The Contractor is directed to schedule the placement of traffic control devices to accommodate each day's closure to the extent practical. Accordingly, the Department will only pay for those traffic control devices considered reasonably necessary to protect the actual work area.

5. A lane closure shall not be installed during nighttime hours. Nighttime hours shall be defined as being from sunset to ½ hour after sunrise in the eastbound direction and from ½ hour before sunset to sunrise in the westbound direction.

TRIBAL EMPLOYMENT RIGHTS OFFICE (TERO) TAX

This project is located partially within the Omaha Indian Reservation and requires that the Contractor pay a TERO Tax to the Omaha Tribe of Nebraska prior to any work being performed on this contract. The Notice to Proceed will not be issued until the tax has been paid.

The tax shall be 6 percent of the contract price adjusted for the amount of work that is located within the Omaha Indian Reservation. The following formula shall be used to calculate the TERO Tax:

$$\text{TERO Tax} = \text{Grp 8} \times 0.38 \times 0.06$$

Where Grp 8 = Total of Group 8
 0.38 = 38% of the project is within the reservation
 0.06 = 6% of the adjusted contract amount

The TERO Tax shall not be considered subsidiary to any other contract items.

The Contractor will be reimbursed for the amount of the TERO Tax paid. Upon award of the contract, a contingent item will be added to the contract to provide for the reimbursement; and reimbursement will be made as soon as the Contractor furnishes proof that the tax has been paid.

ENVIRONMENTAL COMMITMENT

Control No.: 32120

Project No.: RD-275-5(1033)

Project Name: In Norfolk and Rosalie Spur

Below are the Conservation Conditions that will be required for this project. All conditions and regulations of any permit obtained for this project will be followed by the Contractor.

(Responsible Party for the measure is found in parentheses)

Conservation Measure for Environmentally Sensitive Areas

No wetland impacts. No 404 permit required. See **Attachment 1** for a list of potential wetlands and/or other potential regulated waters identified from a desktop review of published resources. The Contractor shall not drive through, stage, store, waste or stockpile materials and equipment in areas as listed on Attachment 1. If access to any of these areas is required to complete the project construction, the NDOR Construction Project Manager shall coordinate with the Environmental Permits Unit to determine need for field verification and/or permitting requirements prior to disturbance of the area. (Contractor, District Construction)

Contact Person: Dillon Dittmer, Highway Environmental Biologist, (402) 479-3568

Attachment 1

NDOR Environmental Permits Unit
M.M. = Mile Marker/Reference Post
Rt = Right side
Lt = Left side

Environmentally Sensitive Areas

Potential Wetlands – DO NOT DISTURB (Toe of Slope to edge of R.O.W.)

US-275 - M.M. 72+70 Lt to 72+75 Lt
72+77 Lt to 72+94 Lt
72+95 Lt to 73+05 Lt
73+20 Rt to 73+27 Rt
73+30 Rt to 73+37 Rt
73+38 Lt to 73+41 Lt
73+38 Rt to 73+68 Rt
73+82 Rt to 73+89 Rt
74+25 Lt to 74+27 Lt
74+55 Rt to 74+66 Rt
S-87B – M.M. 2+44 Rt/Lt to 2+46 Rt/Lt

SPECIAL PROSECUTION AND PROGRESS (Migratory Birds) (A-42-1112)

The Department of Roads will, to the extent practicable, schedule the letting of projects such that clearing and grubbing can occur outside of the primary nesting season in Nebraska which has been determined to generally occur between April 1 and September 1. Work on structures, such as but not limited to bridges and culverts, should occur outside the primary swallow nesting season, April 15 to September 30, unless approved methods of avoiding nesting have been taken on the bridge and/or culvert structures. The nesting dates above are a guide only, nesting can occur outside of those dates. Work outside of those dates is not exempt from compliance with the Migratory Bird Treaty Act.

The Contractor shall, to the extent possible, schedule work on structures, such as but not limited to bridges and culverts, and clearing and grubbing activities to occur outside the primary nesting season in Nebraska. However, if circumstances dictate that project construction or demolition must be done when nesting migratory birds may be present, a survey of the number of active nests and species of birds shall be conducted by qualified personnel representing the Contractor, and assisted by the Project Manager (PM), NDOR Environmental Section staff, or the United States Department of Agriculture (USDA) Animal and Plant Health Inspection Service (APHIS) - Wildlife Services Office. If the survey finds that nests will be impacted by the proposed construction, the Contractor may be responsible for delays.

The following guidance is provided for compliance with the Migratory Bird Treaty Act for construction of NDOR projects:

1. The Contractor shall submit a plan to the NDOR regarding how he intends to accomplish bridge demolition or clearing and grubbing of the project to avoid conflict with nesting migratory birds.

2. The Contractor must submit a temporary erosion control plan tailored to fit the plan for clearing and grubbing.
3. If construction operations result in unavoidable conflict with nesting migratory bird's eggs or young, which will result in "taking" nests and their contents, the Contractor should notify the NDOR Project Manager (PM). The PM shall notify the Environmental Section of Planning and Project Development by telephone at 402-479-4766.
4. The NDOR Environmental Section will then determine if assistance in conducting the survey will be provided by the NDOR Environmental Section (if available) or from the USDA APHIS - Wildlife Services Office and arrange for assistance with the survey of nest numbers, bird species, etc. Results of the survey shall be maintained by the NDOR until project completion.
5. If the nesting survey is required, and the project was awarded prior to the nesting season, and the Contractor did not accomplish clearing/grubbing and/or work on bridge/culvert structures outside the nesting season, the Contractor will reimburse the Department of Roads for each survey required at \$1,000 per survey. If the project was awarded during the nesting season, and construction activities are such that clearing/grubbing and/or work on bridge/culvert structures must be accomplished prior to any other activity on the project, then there will be no charge assessed for the initial survey. The Contractor is responsible for removing all trees surveyed, that do not contain active nests, and for taking appropriate measures on bridge/culvert structures, within 3 days of the survey. Reimbursement for additional surveys may be charged if the Contractor fails to remove the trees within 3 days of the survey, and requires an additional survey. Survey reimbursement will be determined on a project specific basis, considering the project timeline and associated activities.
6. If an active nest is found during the survey, the Contractor should do everything possible to restructure his activities and leave the nest undisturbed until the young fledge. Fledging could occur within a week, or up to a month, after the survey depending on the species of bird and whether the nest contained eggs or young. Also depending on the species of bird and their sensitivity to disturbance, a buffer of up to 30 feet surrounding the tree with the active nest could be required.
7. If construction cannot be rescheduled to allow the birds to fledge, and it is determined as an unavoidable "take" circumstance, the Contractor shall stop all work within 30 feet of the active nest and coordinate with the Construction Project Manager to determine how to proceed. The Construction Project Manager will then coordinate with the NDOR Environmental Section and they will facilitate coordination with the US Fish and Wildlife Service and the Federal Highway Administration (for projects using Federal-aid) to determine the appropriate way to address the active nest. No work shall occur within 30 feet of the active nest until US Fish and Wildlife Service coordination is complete and the requirements of the Migratory Bird Treaty Act are satisfied.
8. It is the Contractor's responsibility to schedule his work to accommodate the process of conducting a survey(s) and submitting the necessary documentation if avoidance is not practicable. The Contractor shall be responsible for using any legal and practical method to prevent the nesting of birds in order to prevent the need for any survey and prevent the need for additional surveys. It is understood

and agreed that the Contractor has considered in the bid all of the pertinent requirements concerning migratory birds (including endangered species) and that no additional compensation, other than time extensions if warranted, will be allowed for any delays or inconvenience resulting in these requirements.

STORM WATER DISCHARGES (A-43-0408)

In compliance with the Federal Water Pollution Control Act, authorization to discharge storm water on this project has been granted under National Pollutant Discharge Elimination System (NPDES) General NPDES Permit Number NER110000 for Storm Water Discharges from Construction Sites to Waters of the State of Nebraska. This permit became effective on January 1, 2008.

Contractors are advised that, under the Construction Storm Water General Permit, ***plant sites, camp sites, storage sites, and borrow or waste sites not shown on the plans may be subject to separate NPDES permit authorization requirements for stormwater discharges from those locations.*** Contractors shall be responsible for verifying the need for NPDES permit coverage with the Nebraska Department of Environmental Quality (NDEQ). When required for these locations, the filing of a "Notice of Intent" shall be made by the Contractor directly to the NDEQ.

Additionally, asphalt (SIC Code 2951) or concrete (SIC Code 3273) batch plants that are owned by a private contractor and are operated on a contract-for-service basis to perform work for the Contractor completing the project may be subject to NPDES General Permit Number NER000000 for Industrial Storm Water Discharges. While the plant may be required for completion of the project, it is not under the control of the Department (or other project owner); and the filing of a "Notice of Intent" shall be made by the Contractor directly to the NDEQ.

The NDEQ may be contacted at 402-471-4220 for additional information.

REQUIRED SUBCONTRACTOR/SUPPLIER QUOTATIONS LIST (A-43-0307)

All bidders must provide to the NDOR the identity of all firms who provided quotations on all projects, including both DBEs and non-DBEs. This information must be on a form provided by the NDOR Contracts Office.

If no quotations were received, the bidder must indicate this in the space provided.

Each bidder will be required to submit one list per letting to cover all projects bid.

**PROPOSAL GUARANTY BID BOND
(A-43-0307)**

Paragraphs 1.a. and 1.b. of Subsection 102.15 in the *Standard Specifications* are void and superseded by the following:

- a. OPTION 1 - (Project Specific Paper Bid Bond). The Bid Bond shall be executed on an original Department Bid Bond Form, which may be obtained from the Department. The original Bid Bond shall be delivered to the Department with the bid. A reproduction or a copy of the original form will not be accepted and will cause the bid not to be opened and read.
- b. OPTION 2 - (Annual Bid Bond). The Department at its discretion may allow a bidder to place an "Annual Bid Bond" on file with the Department. This bond would cover all projects the bidder bids for a 12-month period shown in the bond. The bidder must indicate in the bid submittal to the Department that their "Annual Bid Bond" applies to the submitted bid. The original Annual Bid Bond shall be executed on the Department of Roads Bid Bond Form, which may be obtained from the Department. A reproduction or a copy of the original form will not be accepted.

**WORKER VISIBILITY
(A-43-0507)**

Pursuant to Part 634, Title 23, Code of Federal Regulations, the following modified rule is being implemented:

Effective on January 1, 2008, all workers within the right-of-way who are exposed either to traffic (vehicles using the highway for purposes of travel) or to construction equipment within the work area shall wear high-visibility safety apparel.

High-visibility safety apparel is defined to mean personal protective safety clothing that:

- 1 - is intended to provide conspicuity during both daytime and nighttime usage, and
- 2 - meets the Performance Class 2 or Class 3 requirements of the ANSI/ISEA 107-2004 publication titled "American National Standards for High-Visibility Safety Apparel and Headwear."

**VALUE ENGINEERING PROPOSALS (VEP)
(A-43-0807)**

Subsection 104.03 in the *Standard Specifications* is amended to include the following:

14. A VEP will not be accepted if the proposal is prepared by an Engineer or the Engineering Firm who designed the contract plans.

**SHOP PLANS
(A-43-1108)**

Paragraph 5. of Subsection 105.02 in the *Standard Specifications* is amended to provide that the Contractor may furnish shop plans on half-size plan sheets [11x17 inches (297x420 mm)], provided all information is legible.

**LEGAL RELATIONS AND RESPONSIBILITY TO THE PUBLIC
(A-43-0210)**

Paragraph 4.a. of Subsection 107.01 in the *Standard Specifications* is void and superseded by the following:

4. a. Whenever the Contractor violates any governing Federal, State or local environmental quality regulation and/or is in noncompliance with any environmental commitment, the violating activity must cease immediately until the appropriate remedy can be determined by: the Engineer, the NDOR Environmental Section, the Federal Highway Administration (for projects utilizing Federal-aid) and other agencies, as deemed appropriate. The Engineer, with assistance from the NDOR Environmental Section and the FHWA, will provide a written order confirming the appropriate corrective action to the Contractor. Work can resume to normal conditions once the Engineer determines that the violation or non-compliance has been addressed in accordance with the order for corrective action.

Subsection 107.01 in the *Standard Specifications* is amended to include the following two paragraphs:

5. Should the Contractor encounter any previously unidentified hazardous materials, the Engineer shall be promptly notified. The Contractor shall suspend operations in the area involved until such time that arrangements are made for their proper treatment or removal.
6. The Contractor shall prevent the transfer of invasive plant and animal species. The Contractor shall wash equipment at the Contractor's storage facility prior to entering the construction site. The Contractor shall inspect all construction equipment and remove all attached vegetation and animals prior to leaving the construction site.

**SPECIAL PROSECUTION AND PROGRESS
(Federal Immigration Verification System)
(A-43-1209)**

The Contractor shall register with and use a Federal Immigration Verification System to determine the work eligibility status of newly hired employees physically performing services within the State of Nebraska. The Prime Contractor shall contractually require every subcontractor to register with and use a Federal Immigration Verification System to determine the work eligibility status of newly hired employees physically performing services within the State of Nebraska.

The Federal Immigration Verification System shall be an electronic verification of the work authorization program of the Illegal Immigration Reform and Immigration Responsibility Act of 1996, 8 U.S.C. 1324a, known as the E-Verify Program. The Contractor may use an equivalent Federal program designated by the United States Department of Homeland Security or other Federal agency authorized to verify the work eligibility status of a newly hired employee. The equivalent program shall comply with the Immigration Reform and Control Act of 1986.

The Prime Contractor shall furnish a letter to the NDOR Construction Division in Lincoln on company letterhead and signed by an officer of the company stating that documentation is on file certifying that the Contractor and all subcontractors have registered with and used a Federal Immigration Verification System. The Contractor shall maintain all records of registration and use for a period of three years and make records available upon request. The Contractor shall contractually require subcontractors to maintain all records for a period of three years and make records available upon request.

Payment will not be made to the Contractor for using the Federal Immigration Verification System or the maintenance of the records. This work shall be subsidiary to the work being performed.

The Contractor's Certification shall become part of the final records of the Contract. The Department considers this document to have direct bearing to the beginning interest date and may affect the amount of interest earned.

CONTRACT TIME ALLOWANCE (A-43-0911)

Paragraph 5. of Subsection 108.02 of the *Standard Specifications* is void and superseded by the following:

5. Each week, the Engineer shall post on the Department's website a report of working days or calendar days charged. The Contractor then has 14 days from the day the Engineer's report is posted to provide a written explanation of why he/she does not concur with the working days or calendar days as assessed.

Paragraph 6.b. of Subsection 108.02 of the *Standard Specifications* is amended to include the following:

- (4) If the time allowance for the contract has been established on a calendar day basis, the Contractor is expected to schedule the work and assign whatever resources are necessary to complete the work in the time allowance provided regardless of the weather. Accordingly, regardless of anything to the contrary contained in these *Specifications*, the Department will not consider delays caused by inclement or unseasonable weather as justification for an extension of the contract time allowance unless:
 - i. the weather phenomena alleged to have contributed to or caused the delay is of such magnitude that it results in the Governor issuing a Disaster Declaration, **and**
 - ii. the weather phenomena alleged to have contributed to or caused the delay can clearly be shown to have directly impacted the work on the critical path identified on the Contractor's schedule.

Paragraphs 10.b. and 10.c. of Subsection 108.02 of the *Standard Specifications* are void and superseded by the following:

- b. (1) If the extra work is not in the original contract, time extensions will be granted by determining the actual time necessary to accomplish the extra work.
 - (2) If the extra work is the result of the addition of additional quantities of existing contract items, time extensions will be granted by either:
 - (i) determining the actual time necessary to accomplish the extra work; or
 - (ii) determining the additional time to be granted by comparing the value of the additional quantities of work to the total amount of the original contract when measurement of the actual additional time is not possible or practical.
 - (3) In either case, only the time necessary to perform the extra work of the additional quantities of existing contract items when the extra work or the additional quantities of existing contract items are deemed to be the current controlling operation will be granted as a time extension.
- c. Increases in quantities of work associated with traffic control items measured by the day will not be considered for extending the contract time allowance. Overruns of traffic control items that are measured by methods other than time may be considered for extending the contract time allowance, but they must be deemed to be a controlling operation when the overrun of quantities occurs.

**PARTIAL PAYMENT
(A-43-1110)**

Paragraph 2. of Subsection 109.07 of the *Standard Specifications* is void and superseded by the following:

- 2. When the value of the work completed during a semi-monthly period exceeds \$10,000, the Contractor will receive semi-monthly progress estimates from which the Department shall make such retentions as may be allowed by the contract, provided that the nature and quality of the completed work are satisfactory and provided further that the progress of the work conforms to the requirements of Subsection 108.07.

Paragraph 3.b. of Subsection 109.07 of the *Standard Specifications* is void and superseded by the following:

- b. Under normal circumstances, the Department shall not retain any earnings on a progress estimate. However, the Department reserves the right to retain such amounts as are necessary for material deficiencies, anticipated liquidated damages, unpaid borrow, and for other reasons to protect the Department's interests.

**PARTIAL PAYMENT
(A-43-0611)**

Paragraph 4. of Subsection 109.07 of the *Standard Specifications* is void and superseded by the following:

4. a. (1) Upon presentation by the Contractor of receipted bills, billing invoices, or such other documentation sufficient to satisfy the Engineer and verify the Contractor's or subcontractor's actual costs for the materials, payments may also be allowed for acceptable nonperishable materials purchased expressly to be incorporated into the work and delivered in the vicinity of the project or stored in acceptable storage places within Nebraska.
- (2) Materials not delivered and stored in the immediate vicinity of or on the actual project site must be clearly marked to identify the project on which they are to be used, must be segregated from similar materials at the storage site, and cannot be included in a supplier's inventory of material available for sale for other purposes.
- (3) All items eligible for partial payment as stored materials must be available for verification, sampling, and measurement.
- b. The amount to be included in the payment will be determined by the Engineer, but in no case shall it exceed 100 percent of the value of the materials documented. This value may not exceed the appropriate portion of the value of the contract item or items in which such materials are to be incorporated, nor shall the quantity in any case exceed the total estimated quantity required to complete the project.
- c. Payment will not be approved when the documented value of such materials amounts to less than \$1,000.00, when the progress of the work is not in accordance with the requirements set forth in Subsection 108.07, or when the material can reasonably be expected to be incorporated into the work and eligible for payment as completed work on a progress estimate within 15 days of being placed into storage.
- d. Deductions at rates and in amounts which are equal to the payments will be made from estimates as the materials are incorporated into the work.
- e. Payment for the materials shall not in itself constitute acceptance, and any materials which do not conform to the specifications shall be rejected in accordance with Subsection 106.05.
- f. The Contractor shall be responsible for all damages and material losses until the material is incorporated into the work and the work is accepted.
- g. Partial payment will not include payment for fuels, supplies, form lumber, falsework, other materials, or temporary structures of any kind which will not become an integral part of the finished construction.
- h. No partial payments will be made on living or perishable plant materials until planted.

**BUY AMERICA
(A-43-0212)**

Subsection 106.07 in the *Standard Specifications* is void and superseded by the following:

106.07 -- Buy America

1. The Buy America rule requires that steel or iron materials be produced domestically, and only those products which are brought to the construction site and permanently incorporated into the completed project are covered. Construction materials, forms, etc., which remain in place at the Contractor's convenience, but are not required by the contract, are not covered.
2. To further define the coverage, a domestic product is a manufactured steel construction material that was produced in one of the 50 States, the District of Columbia, Puerto Rico, or in the territories and possessions of the United States.
3. All manufacturing processes to produce steel or iron materials (i.e., smelting, and any subsequent process which alters the steel or iron material's physical form or shape, or changes its chemical composition) must occur within one of the 50 States, the District of Columbia, Puerto Rico, or in the territories and possessions of the United States, to be considered of domestic origin. This includes processes such as casting, rolling, extruding, machining, bending, grinding, drilling, and coating. Coating includes epoxy coating, galvanizing, painting, and any other coating that protects or enhances the value of the material. The manufacturer shall include a statement on the material test report or certification that all material described above except the coating material is a domestic product.
4. Raw materials used in the steel or iron materials may be imported. All manufacturing processes to produce steel or iron materials must occur domestically. Raw materials are materials such as iron ore, limestone, waste products, etc., which are used in the manufacturing process to produce the steel products. Waste products would include scrap; i.e., steel no longer useful in its present form from old automobiles, machinery, pipe, railroad tracks and the like. Also, steel trimmings from mills or product manufacturing are considered waste. Extracting, crushing, and handling the raw materials which is customary to prepare them for transporting are exempt from Buy America. The use of pig iron and processed, pelletized, and reduced iron ore manufactured outside of the United States may be used in the domestic manufacturing process for steel and/or iron materials.
5. Notwithstanding this requirement, a minimum of foreign steel or iron materials will be permitted if its value is less than one-tenth of one percent of the total contract cost or \$2,500, whichever is greater.
6. Upon completion of all work utilizing steel or iron products, the Prime Contractor shall furnish a letter to the State on company letterhead and signed by an officer of the company stating that documentation is on file certifying that all steel or iron materials brought to the construction site and permanently incorporated into the work complied in all respects with the Buy America requirements.

**BORROW, WASTE, STOCKPILE, AND PLANT SITE APPROVAL
(A-43-0512)**

Subsection 107.02 in the Standard Specifications is amended to include the following:

4. Site Approval:
 - a. When borrow is obtained from a borrow site or waste excavation is placed at sites which are not shown in the contract, or the Contractor plans to use a plant or stockpile site which is not shown in the contract, the Contractor shall be solely responsible for obtaining all necessary site approvals. The Department will provide the procedures necessary to obtain approvals from the U.S. Army Corps of Engineers, U.S. Fish and Wildlife Service, Nebraska State Historical Society, Nebraska Game and Parks Commission, and Nebraska Department of Natural Resources on the NDOR website. The Contractor shall also be responsible for obtaining a Discharge Number from the Nebraska Department of Environmental Quality (NDEQ) that allows work under the current Construction Stormwater Permit. The Contractor shall also be responsible for obtaining any and all other permits required by local governments.
 - b. It is anticipated that it may require 60 calendar days or more for the Contractor to obtain the necessary approvals. The Contractor will not be allowed to begin work at borrow or waste sites until the necessary approvals are obtained. No extension of completion time will be granted due to any delays in securing approval of a borrow or disposal site unless a review of the time frames concludes that there were conditions beyond the Contractor's control.

Paragraph 7. of Subsection 205.02 in the Standard Specifications is void and superseded by the following:

7. Borrow and Waste Site Approval:
 - a. Borrow and waste site approvals shall be in accordance with Section 107.02.
 - b. Material shall not be removed from borrow sites until preliminary cross sections and representative soil samples have been taken by the Engineer. The Contractor shall notify the Engineer a sufficient time in advance of the opening of any borrow site so that cross sections may be taken.
 - c. Material shall be removed in a manner that will allow accurate final cross sections to be taken for determining the quantity of excavation. The surfaces of the borrow sites shall be bladed and shaped to drain as shown in the contract or as directed by the Engineer.

**SPECIAL PROSECUTION AND PROGRESS
(Subletting or Assigning of Contract)
(A-43-0813)**

Subsection 108.01 in the Standard Specifications is void and superseded by the following:

108.01 – Subletting or Assigning of Contract

1. a.(1) The Contractor will not be allowed to sublet, assign, sell, transfer, or otherwise dispose of any portion of the contract or any right, title, or interest therein; or to either legally or equitably assign any of the money payable under the contract or the claims without the prior written consent of the Engineer.
 - (2) With the Engineer's consent, the Contractor may sublet up to 70 percent of the work.
 - (3) Any items designated in the contract as "specialty items" may be performed by subcontract.
 - (4) The cost of any subcontracted "specialty items" may be deducted from the total contract cost before computing the percentage of work required to be performed by the Contractor.
 - (5) Subcontracts, or transfer of contract, will not release the Contractor of any liability under the contract and bonds.
- b. Certain items of work may be performed without a subcontract. A list of items not requiring a subcontract is available from the Engineer.
2. The performance of any work by a subcontractor before the date of authorization by the Department shall subject both the Contractor and subcontractor to the imposition of appropriate sanctions by the Department.
3. a. The Contractor's request to sublet work shall be made electronically to the NDR Construction Engineer using project management software identified by the Department. A signed subcontract agreement shall be on file in the Contractor's office when the request is made. The subcontract agreement must provide that the subcontracted work will be completed according to the terms of the contract. The required and Special Provisions contained in the proposal shall be physically included in any subcontract.
 - b. **On all Federal-aid projects, a scanned copy (.pdf format) of the signed subcontract agreement shall be included with the subcontracting request. (Federal-aid projects can be identified by inclusion in the Proposal of Form FHWA-1273 (REQUIRED CONTRACT PROVISIONS FEDERAL-AID CONSTRUCTION CONTRACTS)).**
 - c. Scanned copies (.pdf format) of all executed subcontracts, written agreements, and/or lease agreements used to meet DBE goals shall be submitted to the NDR Construction Engineer with the subcontracting request. These copies must show labor cost, material prices, overhead and profit.

4. a. Second tier subcontracts will be allowed.
 - b. If a DBE firm subcontracts work to another firm, only work subcontracted to another DBE firm can be counted toward meeting a DBE goal.
 - c. All requests for second tier subcontracting shall be submitted to and approved by the prime Contractor before they are forwarded to the NDR Construction Engineer for approval.
5. All subcontract documents relating to the contract shall be maintained during the course of the work and preserved for a period of three years thereafter. These documents shall be available for inspection by authorized representatives of State and Federal agencies. Scanned copies (.pdf format) of the signed subcontract agreements not specifically identified elsewhere in this Subsection shall be furnished to the Department upon request.
6. The Contractor may discuss a proposed subcontract with the Engineer before entering into a signed subcontract agreement, but final approval will not be granted until a formal request and proper certification has been received by the Department.
7. On projects requiring submittal of certified payrolls, all subcontractor payrolls shall be checked by the Contractor before submittal to the Engineer.
8. a. The prime Contractor, and subcontractors when subletting work to lower tier subcontractors, shall include language which can be identified as a "Prompt Payment Clause" as a part of every subcontract for work and materials.
 - b.(1) The language constituting the "Prompt Payment Clause" will require payment to all first tier subcontractors for all labor and materials --- for work completed to date --- within 20 calendar days of receipt of progress payments from the Department for said work. Similar language in a contract between a subcontractor and a lower-tier subcontractor will require payment to the lower tier subcontractor for all labor and materials --- for work completed to date --- within 10 calendar days of receipt of progress payments from the prime Contractor for said work.
 - (2) The language constituting the "Prompt Payment Clause" will also stipulate the return of retainage within 30 calendar days after the satisfactory completion of the work by the subcontractor as evidenced by inclusion of the work on a progress payment.
 - (3) Additionally, the language constituting the "Prompt Payment Clause" may stipulate the subcontractor's obligation to return to the Contractor or subcontractor, as the case may be, any overpayments which result from adjustments to measured and recorded quantities as part of the preparation of subsequent progress payments or the final records. Overpayments shall be returned to the prime Contractor or subcontractor, as the case may be, within 20 calendar days of receiving notice of the adjusted quantities and the amount of the overpayment.

- c. The prime Contractor of subcontractors, as the case may be, may withhold payment only for just cause and shall not withhold, delay, or postpone payment without first receiving written approval from the Department.
- d.(1) The failure by the prime Contractor to abide by the agreements identified in the "Prompt Payment Clause" without just cause, including the timely return of retainage, is a material breach of this contract which may result in the Department withholding the amount of payment from the prime Contractor that should have been paid to the subcontractor, termination of this contract, or other such remedy as the Department deems necessary.
- (2) Additionally, the failure of any subcontractor to abide by the agreements identified in the "Prompt Payment Clause" without just cause, including the timely return of retainage to lower tier subcontractors, or by failing to return overpayments in a timely manner when the language permitted in Paragraph 8.b.(3) above is included in the subcontract may result in the Department withholding subcontract approval for other work until the overpayments have been returned.

ELECTRONIC SHOP DRAWINGS (A-43-0813)

Subsection 105.02 of the Standard Specifications is amended to include the following:

- 8. a.(1) The Contractor may provide electronic working drawings in a Portable Document Format (PDF). The PDFs shall be sized to print on an 11 x 17 inch sheet of paper and have a minimum resolution of 300 dpi. Each sheet of the shop drawings shall have a space provided for an electronic stamp that measures 2.5 inches x 3.5 inches when printed.
- (2) Electronic working drawing files shall be named with the following file naming format:

Control Number_Brief Description_Date.pdf

For example: 12345_FloorDrains_12May2013.pdf
- (3) The project number, control number, and project location as it appears on the plans shall be shown on each sheet of the shop drawings. Structure numbers shall be included, if applicable.
- b. No electronic working drawings shall be submitted to the Engineer unless they have been checked by the Contractor. The electronic submittal shall be accompanied by a Contractor's letter of approval in a PDF format. The letter of approval shall clearly indicate that the Contractor is responsible for any errors on the working drawings.
- c.(1) Electronic submittals shall be submitted by email to the following address:

DOR.ShopDrawings@nebraska.gov
- (2) Attachments shall be limited to 25 MB of data per email. Larger files shall be separated and sent in multiple emails.
- (3) Electronic working drawings will only be accepted from the Prime Contractor.

BNSF RAILWAY COMPANY

BNSF RAILWAY SPECIAL PROVISIONS FOR PROJECTS FOR HIGHWAY IMPROVEMENTS

1.1 General

1.1.1 The Contractor must cooperate with **BNSF RAILWAY COMPANY**, hereinafter referred to as "Railway" where work is over or under on or adjacent to Railway property and/or right-of-way, hereafter referred to as "Railway Property", during the construction of In Norfolk and Rosalie Spur.

1.1.2 The Contractor is responsible for determining and complying with all Federal, State and Local Governmental laws and regulations, including, but not limited to environmental laws and regulations (including but not limited to the Resource Conservation and Recovery Act, as amended; the Clean Water Act, the Oil Pollution Act, the Hazardous Materials Transportation Act, CERCLA), and health and safety laws and regulations. The Contractor hereby indemnifies, defends and holds harmless Railway for, from and against all fines or penalties imposed or assessed by Federal, State and Local Governmental Agencies against the Company which arise out of Contractor's work under this Agreement.

1.1.3 Except as otherwise agreed to between Railway and State, the Contractor must notify the (State) at (402) 370-3470 and Railway's Manager of Public Projects; telephone number (913) 551-4964, at least thirty (30) calendar days before commencing any work on Railway Property. Contractor's notification to Railway must refer to Railroad's file DOT #083158R.

1.1.4 For any false work above any tracks, any excavations located within twenty-five (25) feet of the nearest track, and any intersecting slope from the plane of the top of rail on a 1½ horizontal to 1 vertical slope beginning at eleven (11) feet from centerline of the nearest track, both measured perpendicular to center line of track, the Contractor must furnish the Railway five sets of working drawings showing details of construction affecting Railway Property and tracks. The working drawing must include the proposed method of installation and removal of false work, shoring or cribbing, not included in the contract plans and two sets of structural calculations of any false work, shoring or cribbing. All calculations must take into consideration Railway surcharge loading and must be designed to meet American Railway Engineering and Maintenance-of-Way Association (previously known as American Railway Engineering Association) Coopers E-80 live loading standard. All drawings and calculations must be stamped by a registered professional Engineer licensed to practice in the state the project is located. The Contractor must not begin work until notified by the Railway that plans have been approved. The Contractor will be required to use lifting devices such as, cranes and/or winches to place or to remove any false work over Railway's tracks. In no case will the Contractors be relieved of responsibility for results obtained by the implementation of said approved plans.

1.1.5 Subject to the movement of Railway's trains, Railway will cooperate and make reasonable effort to assist the Contractor so that the work may be handled and performed in an efficient manner. The Contractor will have no claim whatsoever for any type of damages or for extra or additional compensation in the event his work is delayed by necessary Railway operations.

1.2 Contractor Safety

1.2.1 No employee of the Contractor, its subcontractors, agents or invitees may enter Railway Property without first having completed Railway's Engineering Contractor Safety Orientation, found on the web site www.contractororientation.com. The Contractor must ensure that each of its employees, subcontractors, agents or invitees completes Railway's Engineering Contractor Safety Orientation through Internet sessions before any work is performed on the Project. Additionally, the Contractor must ensure that each and every one of its employees, subcontractors, agents or invitees possesses a card certifying completion of the Railway Contractor Safety Orientation before entering Railway Property. The Contractor is responsible for the cost of the Railway Contractor Safety Orientation. The Contractor must renew the Railway Contractor Safety Orientation annually. Further clarification can be found on the web site or from the Railway's Representative.

1.2.2 Each Contractor that will perform work within 25 feet of the centerline of a track must develop and implement a Roadway Worker Protection/On Track Safety Program and work with Railway Project Representative to develop an on-track safety strategy as described in the guidelines listed in the on track safety portion of the Safety Orientation. This Program must provide Roadway Worker protection/on-track training for all employees of the Contractor, its subcontractors, agents or invitees. This training is reinforced at the job site through job safety briefings. Additionally, each Contractor must develop and implement the Safety Action Plan, as provided for on the web site www.contractororientation.com, which will be made available to Railway prior to commencement of any work on Railway Property. During the performance of work, the Contractor must audit its work activities. The Contractor must designate an on-site project Supervisor who will serve as the contact person for the Railway and who will maintain a copy of the Safety Action Plan, safety audits, and Material Safety Datasheets (MSDS), at the job site.

1.3 Railway Requirements

1.3.1 The Contractor must take protective measures as are necessary to keep Railway facilities, including track ballast, free of sand, debris and other foreign objects and materials resulting from his operations. The Railway shall notify the Contractor of any damage to the Railway facilities resulting from Contractor's operations. The Railway will repair such damages and the cost of such repairs or replacement must be paid for by the Contractor.

1.3.2 The Contractor must notify the Railway's Division Superintendent and provide blasting plans to the Railway for review seven (7) calendar days prior to conducting any blasting operations adjacent to or on Railway's Property.

1.3.3 The Contractor must abide by the following clearances during construction:

- ◆ 25'-0" Horizontally from centerline of nearest track
- ◆ 23'-31/2" Vertically above top of rail (Temporary False work Clearance may be reduced to 21'-6" subject to Railway approval)
- ◆ 27'-0" Vertically above top of rail for electric wires carrying less than 750 volts
- ◆ 28'-0" Vertically above top of rail for electric wires carrying 750 volts to 15,000 volts
- ◆ 30'-0" Vertically above top of rail for electric wires carrying 15,000 volts to 20,000 volts
- ◆ 34'-0" Vertically above top of rail for electric wires carrying more than 20,000 volts

1.3.4 Any infringement within the clearances provided above due to the Contractor's operations must be submitted to Railway and must not be undertaken until approved in writing by the Railway. No extra compensation will be allowed in the event the Contractor's work is delayed pending Railway approval.

1.3.5 The details of construction affecting the Railway's property and tracks not included in the contract plans must be submitted to the Railway by the Contractor for approval before work is undertaken and this work must not be undertaken until approved by the Railway.

1.3.6 At other than public road crossings, the Contractor must not move any equipment or materials across Railway's tracks until permission has been obtained from the Railway. The Contractor must obtain a "Temporary Private Crossing Agreement" (substantially in the form of Exhibit "F" of this agreement and in the form hereof) from the Railway prior to moving his equipment or materials across the Railway's tracks. The temporary crossing must be gated and locked at all times when not required for use by the Contractor. The temporary crossing for use of the Contractor will be at the expense of the Contractor.

1.3.7 Discharge, release or spill on the Railway Property of any hazardous substances, oil, petroleum, constituents, pollutants, contaminants or any hazardous waste is prohibited and Contractor must immediately notify the Railway's Resource Operations Center at 1-(800) 832-5452, of any discharge, release or spills in excess of a reportable quantity. Contractor must not allow Railway Property to become a treatment, storage or transfer facility as those terms are defined in the Resource Conservation and Recovery Act or any similar State law.

1.3.8 In the event the Contractor shall in any manner move or disturb other property of the Railway, in connection with the use of the said property, then, and in that event, the Contractor shall, as soon as possible and at its sole expense, restore such property to the same condition as it was in before such property was moved or disturbed.

1.3.9 In addition to Subsection 104.08 of the Standard Specification, the Contractor upon completion of the work covered by this contract, must promptly remove from the Railway's Property all of Contractor's tools, equipment, implements and other materials whether brought upon said property by said Contractor or any Subcontractor, employee or agent of Contractor or of any Subcontractor, and must cause Railway's Property to be left in a condition acceptable to the Railway's representative.

1.4 Protection of Railway Facilities and Railway Flagger Services:

1.4.1 The Contractor must give Railway's Roadmaster Joseph Pachak (telephone (308) 763-2297) a minimum of thirty (30) calendar days advance notice when flagging services will be required so that the Roadmaster can make appropriate arrangements (i.e., bulletin the flagger's position). If flagging services are scheduled in advance by the Contractor and it is subsequently determined by the parties hereto that such services are no longer necessary, the Contractor must give the Roadmaster five (5) working days advance notice so that appropriate arrangements can be made to abolish the position pursuant to Union requirements.

1.4.2 Unless determined otherwise by Railway's Project Representative, Railway flagger and protective services and devices will be required and furnished when Contractor's work activities are located over, under and/or within twenty-five (25) feet measured horizontally from centerline of the nearest track and when cranes or similar equipment positioned beyond 25-feet from the track centerline could foul the track in the event of tip over or other catastrophic occurrence, but not limited thereto for the following conditions:

- a- When in the opinion of the Railway's Representative it is necessary to safeguard Railway's Property, employees, trains, engines and facilities.
- b- When any excavation is performed below the bottom of tie elevation, if , in the opinion of Railway's representative, track or other Railway facilities may be subject to movement or settlement.
- c- When work in any way interferes with the safe operation of trains at timetable speeds.
- d- When any hazard is presented to Railway track, communications, signal, electrical or other facilities either due to persons, material, equipment or blasting in the vicinity.
- e- Special permission must be obtained from the Railway before moving heavy or cumbersome objects or equipment which might result in making the track impassable.
- f- Flagging services will be performed by qualified Railway flaggers.
- g- A flagging crew generally consists of one employee. However, additional personnel may be required to protect Railway Property and operations, if deemed necessary by the Railway Representative.
- h- Each time a flagger is called, the minimum period for billing will be the eight (8) hour basic day.

1.4.3 The cost of flagger services provided by the Railway, when deemed necessary by the Railway's representative, will be borne by the Contractor. The estimated cost for one (1) flagger is \$1,600/day (10 hr./day) for an eight (8) hour basic day with time and one-half or double time for overtime, rest days and holidays. The estimated cost for each flagger includes vacation allowance, paid holidays, Railway and unemployment insurance, public liability and property damage insurance, health and welfare benefits, transportation, meals, lodging and supervision. Negotiations for Railway labor or collective bargaining agreements and rate changes authorized by appropriate Federal authorities may increase actual or estimated flagging rates. The flagging rate in effect at the time of performance by the Contractor hereunder will be used to calculate the actual costs of flagging pursuant to this paragraph.

1.4.4 The average train traffic on this route is 11 freight trains per 24-hour period at a timetable speed 49 MPH and 0 passenger trains at a timetable speed of N/A MPH.

1.5 Contractor General Safety Requirements

1.5.1 Work in the proximity of Railway track(s) is potentially hazardous where movement of trains and equipment can occur at any time and in any direction. All work performed by Contractors within 25 feet of any track must be in compliance with FRA Roadway Worker Protection Regulations.

1.5.2 Before beginning any task on Railway Property, a thorough job safety briefing must be conducted with all personnel involved with the task and repeated when the personnel or task changes. If the task is within 25 feet of any track, the job briefing must include the Railway's flagger, as applicable, and include the procedures the Contractor will use to protect its employees, subcontractors, agents or invitees from moving any equipment adjacent to or across any Railway track(s).

1.5.3 Workers must not work within 25 feet of the centerline of any track without an on-track safety strategy approved by the Railway's Project Representative. When authority is provided, every Contractor employee must know: (1) who the Railway flagger is, and how to contact the flagger, (2) limits of the authority, (3) the method of communication to stop and resume work, and (4) location of the designated places of safety. Persons or equipment entering flag/work limits that were not previously job briefed, must notify the flagger immediately, and be given a job briefing when working within 25 feet of the centerline of track.

1.5.4 When Contractor employees are required to work on the Railway Property after normal working hours or on weekends, the Railroad's representative in charge of the project must be notified. A minimum of two employees must be present at all times.

1.5.5 Any employees, agents or invitees of Contractor or its subcontractors under suspicion of being under the influence of drugs or alcohol, or in the possession of same, will be removed from the Company's Property by Contractor and subsequently released to the custody of a representative of Contractor management. Future access to the Railway's Property by that employee will be denied.

1.5.6 Any damage to Railway Property, or any hazard noticed on passing trains must be reported immediately to the Railway's representative in charge of the project. Any vehicle or machine which may come in contact with track, signal equipment, or structure (bridge) and could result in a train derailment must be reported immediately to the Railway representative in charge of the project and to the Railway's Resource Operations Center at 1(800) 832-5452. Local emergency numbers are to be obtained from the Railway representative in charge of the project prior to the start of any work and must be posted at the job site.

1.5.7 For safety reasons, all persons are prohibited from having pocket knives, firearms or other deadly weapons in their possession while working on Railway's Property.

1.5.8 All personnel protective equipment (PPE) used on Railway Property must meet applicable OSHA and ANSI specifications. Current Railway personnel protective equipment requirements are listed on the web site, www.contractororientation.com, however, a partial list of the requirements include: a) safety glasses with permanently affixed side shields (no yellow lenses); b) hard hats c) safety shoe with: hardened toes, above-the ankle lace-up and a defined heel; and d) high visibility retro-reflective work wear. The Railroad's representative in charge of the project is to be contacted regarding local specifications for meeting requirements relating hi-visibility work wear. Hearing protection, fall protection, gloves and respirators must be worn as required by State and Federal regulations. **(NOTE – Should there be a discrepancy between the information contained on the web site and the information in this paragraph, the web site will govern.)**

1.5.9 The Contractor must not pile or store any materials, machinery or equipment closer than 25'-0" to the centerline of the nearest Railway track. Materials, machinery or equipment must not be stored or left within 250 feet of any highway/rail at-grade crossings, where storage of the

same will interfere with the sight distances of motorists approaching the crossing. Prior to beginning work, the Contractor must designate any proposed areas with concurrence of the Railroad's representative.

1.5.10 Machines or vehicles must not be left unattended with the engine running. Parked machines or equipment must be in gear with brakes set and if equipped with blade, pan or bucket, they must be lowered to the ground. All machinery and equipment left unattended on Railway's Property must be left inoperable and secured against movement. (See Internet Engineering Contractor Safety Orientation program for more detailed specifications)

1.5.11 Workers must not create and leave any conditions at the work site that would interfere with water drainage. Any work performed over water must meet all Federal, State and Local regulations.

1.5.12 All power line wires must be considered dangerous and of high voltage unless informed to the contrary by proper authority. For all power lines the minimum clearance between the lines and any part of the equipment or load must be; 200KV or below – 15 feet; 200 to 350 KV – 20 feet; 350 to 500 KV – 25 feet; 500 to 750 KV – 35 feet; and 750 to 1000 KV – 45 feet. If capacity of the line is not known, a minimum clearance of 45 feet must be maintained. A person must be designated to observe clearance of the equipment and give a timely warning for all operations where it is difficult for an operator to maintain the desired clearance by visual means.

1.6 Excavation

1.6.1 Before excavating, the Contractor must investigate to determine whether any underground pipe lines, electric wires, or cables, including fiber optic cable systems are present and located within the Project work area. The Contractor must determine whether excavation on Railway's Property could cause damage to buried cables resulting in delay to Railway traffic and disruption of service to users. Delays and disruptions to service may cause business interruptions involving loss of revenue and profits. Before commencing excavation, the Contractor must contact Railway's Field Engineering Representative Mark Anderson (913) 551-4434. All underground and overhead wires will be considered HIGH VOLTAGE and dangerous until verified with the company having ownership of the line. It is the Contractor's responsibility to notify any other companies that have underground utilities in the area and arrange for the location of all underground utilities before excavating.

1.6.2 The Contractor must cease all work and notify the Railway immediately before continuing excavation in the area if obstructions are encountered which do not appear on drawings. If the obstruction is a utility and the owner of the utility can be identified, then the Contractor must also notify the owner immediately. If there is any doubt about the location of underground cables or lines of any kind, no work must be performed until the exact location has been determined. The Railway will grant no exceptions to the requirements of this section.

1.6.3 All excavations must be conducted in compliance with applicable OSHA regulations and, regardless of depth, must be shored where there is any danger to tracks, structures or personnel.

1.6.4 Any excavations, holes or trenches on the Railway's Property must be covered, guarded and/or protected when not being worked on. When leaving work site areas at night and over weekends, the areas must be secured and left in a condition that will ensure that Railway employees and other personnel who may be working or passing through the area are protected from all hazards. All excavations must be back filled as soon as possible.

1.7 Hazardous Waste, Substances and Material Reporting

1.7.1 If Contractor discovers any hazardous waste, hazardous substance, petroleum or other deleterious material, including but not limited to any non-containerized commodity or material, on or adjacent to Railway's Property, in or near any surface water, swamp, wetlands or waterways, while performing any work under this Agreement, Contractor must immediately: (a) notify the Railway's Resource Operations Center at 1(800) 832-5452, of such discovery: (b) take safeguards necessary to protect its employees, subcontractors, agents and/or third parties: and (c) exercise due care with respect to the release, including the taking of any appropriate measure to minimize the impact of such release.

1.8 Personal Injury Reporting

1.8.1 The Railway is required to report certain injuries as a part of compliance with Federal Railroad Administration (FRA) reporting requirements. Any personal injury sustained by an employee of the Contractor, subcontractor or Contractor's invitees while on the Railway's Property must be reported immediately (by phone mail if unable to contact in person) to the Railway's representative in charge of the project. The Non-Employee Personal Injury Data Collection Form contained herein is to be completed and sent by fax to the Railway at 1 (817) 352-7595 and to the Railway's Project Representative no later than the close of shift on the date of the injury.

NON-EMPLOYEE PERSONAL INJURY DATA COLLECTION

INFORMATION REQUIRED TO BE COLLECTED PURSUANT TO FEDERAL REGULATION. IT SHOULD BE USED FOR COMPLIANCE WITH FEDERAL REGULATIONS ONLY AND IS NOT INTENDED TO PRESUME ACCEPTANCE OF RESPONSIBILITY OR LIABILITY.

- 1. Accident City/St _____ 2. Date: _____ Time: _____
County: _____ 3. Temperature: _____ 4. Weather _____
(if non-Railway location)
- 5. Social Security # _____
- 6. Name (last, first, mi) _____
- 7. Address: Street: _____ City: _____ St. _____ Zip: _____
- 8. Date of Birth: _____ and/or Age _____ Gender: _____
(if available)
- 9. (a) Injury: _____ (b) Body Part: _____
(i.e. (a) Laceration (b) Hand)
- 11. Description of Accident (To include location, action, result, etc.): _____

- 12. Treatment:
 - ? First Aid Only
 - ? Required Medical Treatment
 - ? Other Medical Treatment

- 13. Dr. Name _____ 30. Date: _____
- 14. Dr. Address:
Street: _____ City: _____ St: _____ Zip: _____
- 15. Hospital Name: _____
- 16. Hospital Address:
Street: _____ City: _____ St: _____ Zip: _____
- 17. Diagnosis: _____

**FAX TO
RAILWAY AT (817) 352-7595
AND COPY TO
RAILWAY ROADMASTER FAX**

2. INSURANCE

The Contractor shall carry the following insurance coverage:

A. **Commercial General Liability** insurance. This insurance shall contain broad form contractual liability with a single limit of **at least \$3,000,000** each occurrence or claim and an aggregate limit of **at least \$4,000,000**. Coverage must be purchased on a post 1998 ISO or equivalent form, including but not limited to coverage for the following:

- Bodily injury including death and personal injury.
- Property damage.
- Fire legal liability.
- Products and completed operations.

The policy shall also contain the following endorsements **which shall be indicated on the certificate of insurance**:

- The employee and workers compensation related exclusions in the above policy apply only to Contractor's employees.
- The exclusions for railroads (except where the Job Site is more than fifty feet (50') from any railroad including but not limited to tracks, bridges, trestles, roadbeds, terminals, underpasses or crossings), and explosion, collapse and underground hazard shall be removed.
- Waiver of subrogation.

B. **Business Automobile Coverage** insurance. This insurance shall contain a combined single limit of **at least \$3,000,000** per occurrence or claim, including but not limited to coverage for the following:

- Bodily injury and property damage.
- Any and all motor vehicles including owned, hired and non-owned.

The policy shall also contain the following endorsements **which shall be indicated on the certificate of insurance**:

- The employee and workers compensation related exclusions in the above policy apply only to Contractor's employees.
 - The exclusions for railroads (except where the Job Site is more than fifty feet (50') from any railroad including but not limited to tracks, bridges, trestles, roadbeds, terminals, underpasses or crossings), and explosion, collapse and underground hazard shall be removed.
- Motor Carrier Act Endorsement - Hazardous materials clean up (MCS-90) **if required by law.**

C. **Workers Compensation and Employers Liability** insurance including but not limited to:

- Contractor's statutory liability under the workers' compensation laws of the state(s) affected by this Agreement.
- Employers' Liability (Part B) with limits of at least \$500,000 each accident, \$500,000 disease policy limit \$500,000 each employee

If Workers Compensation Insurance will not cover the liability of Contractor in states that require participation in State Workers' Compensation Fund, Contractor shall comply with the laws of such states. If Contractor is self-insured, evidence of State approval must be provided along with evidence of excess workers compensation coverage. Coverage shall include liability arising out of the U. S. Longshoremen's and Harbor Workers' Act, the Jones Act, and the Outer Continental Shelf Land Act, if applicable.

- D. **Umbrella or Excess Policies** in the event Contractor utilizes Umbrella or Excess Policies, these policies shall "follow form" and afford no less coverage than the primary policy.
- E. **Railroad Protective Liability** insurance naming only the Railway as the insured with a combined single limit of \$2,000,000 per occurrence with a \$6,000,000 aggregate. The policy shall be broad form coverage for "Physical Damage to Property" (ISO Form CG 00 35 07 98 or equivalent). A binder stating the policy is in place must be submitted to the Railroad until the original policy is forwarded to the Railroad.

Other Requirements

- F. Punitive damage exclusion must be **deleted, which deletion shall be indicated on the certificate of insurance.**
- G. Contractor agrees to waive its right of recovery, and its insurers, through policy endorsement, agree to waive their right of subrogation against Railway. Contractor further waives its right of recovery, and its insurers also waive their right of subrogation against Railway for loss of its owned or leased property or property under its care, custody and control. With the exception of the umbrella or excess policies, Contractor's insurance shall be primary with respect to any insurance carried by the Railroad, other than a Railway Protective Policy. All waivers of subrogation **shall be indicated on the certificate of insurance.**
- H. All policy(ies) required above (excluding Workers Compensation) shall provide severability of interests and shall name Railway as an additional insured. **Severability of interest and naming Railway as an additional insured shall be indicated on the certificate of insurance.**
- I. Prior to commencing the work, Contractor shall furnish to Railway original certificate(s) of insurance evidencing the required coverage, endorsements and amendments. The certificate(s) shall contain a provision that obligates the insurance company(ies) issuing such policy(ies) to notify Railway in writing of any cancellation or material alteration. **Upon request from Railway, a certified duplicate original of any required policy shall be furnished.**
- J. Any insurance policy shall be written by a reputable insurance company acceptable to Railroad or with a current Best's Insurance Guide Rating of A- and Class VII or better, and authorized to do business in the state(s) in which the service is to be provided.
- K. Contractor **WARRANTS** that this Agreement has been thoroughly reviewed by Contractor's insurance agent(s)/broker(s), who have been instructed by Contractor to procure the insurance coverage required by this Agreement and acknowledges, with the exception of the umbrella or excess policies, that Contractor's insurance shall be primary

with respect to any insurance carried by the Railroad, other than a Railroad Protective Policy.

- L. If Contractor fails to procure and maintain insurance as required, Railway may elect to do so at the cost of Contractor plus 25% administration fee.
- M. The fact that insurance is obtained by Contractor or Railway on behalf of Contractor shall not be deemed to release or diminish the liability of Contractor, including, without limitation, liability under the indemnity provisions of this Agreement. Damages recoverable by Railway shall not be limited by the amount of the required insurance coverage.

3. ADDITIONAL RIGHT OF WAY

3.1 The Department right-of-way plans show the permanent and temporary easements acquired, or to be acquired by the Department for this project. Any additional land or easements that the Contractor may desire for the construction of the project shall be provided by the Contractor at its own expense.

BNSF INDEMNITY PROVISION

The State agrees to insert the following provision in any contract in which State's Contractor will have access to The Railway property:

To the extent allowed by law, Contractor hereby releases and shall indemnify, defend and hold harmless The Railway, its affiliated companies, partners, successors, assigns, legal representatives, officers, directors, shareholders, employees and agents for, from and against any and all claims, liabilities, fines, penalties, costs, damages, losses, liens, causes of action, suits, demands, judgments and expenses (including, without limitation, court costs and reasonable attorneys' fees) of any nature, kind or description of any person (including, without limitation, the employees of the parties hereto and the employees of The Railway) or entity directly or indirectly arising out of, resulting from, or related to (in whole or in part) (i) the use, occupancy or presence of State, its Contractors, subcontractors, employees or agents, in, on, or about the construction site; (ii) the performance or failure to perform by the Contractor, its subcontractors, employees, or agents, its work or any obligation under this Agreement; or (iii) the sole or contributing acts or omissions of Contractor, its subcontractors, employees, or agents, in, on, or about the construction site. Contractor further agrees to appear and defend in the name of The Railway, any suits or actions brought against The Railway, on account of any personal injury or death, and loss or damage to or destruction of Property, and to pay and satisfy any final judgment that may be rendered against The Railway and any such suit or action, to the extent such suits, actions, or judgments were not solely caused by, or arising out of, the acts or omissions of Railway, its employees, agents, servants, successors or assigns. THE LIABILITY ASSUMED BY CONTRACTOR WILL NOT BE AFFECTED BY THE FACT, IF IT IS A FACT, THAT THE DAMAGE, DESTRUCTION, INJURY OR DEATH WAS OCCASIONED BY OR CONTRIBUTED TO BY THE NEGLIGENCE OF THE RAILWAY, ITS AGENTS, SERVANTS, EMPLOYEES, OR OTHERWISE, EXCEPT (I) TO THE EXTENT THAT SUCH CLAIMS ARE PROXIMATELY CAUSED BY THE ACTIVE GROSS NEGLIGENCE OR INTENTIONAL MISCONDUCT OF THE RAILWAY, OR (II) FOR CLAIMS ARISING SOLELY OUT OF THE NEGLIGENT ACTIONS OF THE RAILWAY EMPLOYEES, SERVANTS OR AGENTS.

PERCENTAGE OF COST OF WORK WITHIN RAILROAD RIGHT-OF-WAY

The following information is furnished to aid in the determination of a proper premium for the Railroad Protective Liability Insurance required elsewhere in these special provisions.

RAILROAD PROTECTIVE POLICY DATA SHEET

Railroad: BNSF Railway Company

Railroad Contact: Andy Amparan

Title: Manager Public Projects

Address: 4515 Kansas Avenue, Kansas City, KS 66106

Telephone Number: (913) 551-4964

Project Number: RD-275-5(1033)

Project Location: In Norfolk and Rosalie Spur

Type of Project: Patch & Repair

No. of trains/day: Total: 11

Freight or Coal: 11 Speed: 49 mph Passenger 0 Speed N/A mph

No. of Tracks: Mainline 1 Branchline 0

Project Over RR: No Yes Project Under Railroad: No Yes

Railroad Shoo-fly Required: No Yes

Project Parallel to RR: No Yes If Yes, Number of Miles N/A

Crossings on State Highway or City Street System: No Yes

If Yes, Number of Crossings 1 DOR #083158R RRMP 75.90

Pavement or Overlay up to Crossing on County or City Road: No Yes

If Yes, Number of Crossings N/A

Work to be done by Railroad Flagging

It shall be the contractor's responsibility to contact the railroad for additional information needed to purchase the Railroad Protective Policy.

The percentage of work within railroad right of way that is within 50 feet (15.25 meters) of any railroad track shall be covered by railroad protective insurance. The railroad's ownership of right of way that extends beyond 50 feet (15.25 meters) from the closest track shall be covered under regular Contractor's Public liability and Property Damage Insurance in the amounts specified in this contract.

<u>Group</u>	<u>Approximate Percent of Work Within 50 feet (15.25 meters) of Nearest Track</u>	<u>Approximate Percent of Work on RR/ROW Not Within 50 feet (15.25 meters) of Nearest Track</u>	<u>Description of Work</u>
<u>All</u>	<u>0.1</u> %	<u>--</u> %	<u>_____</u>

**LIABILITY INSURANCE
(A-55-0611)**

Subsection 107.13 in the Standard Specifications is void and superseded by the following:

107.13 – Liability Insurance

Prior to execution of the contract, the Contractor shall obtain insurance coverage to fully protect it from loss associated with the work, and have at a minimum the insurance described below:

1. General Liability:
Limits of at least:
 - \$ 1,000,000 per Occurrence
 - \$ 2,000,000 General Aggregate
 - \$ 2,000,000 Completed Operations Aggregate
 - \$ 1,000,000 Personal and Advertising Injury
 - a. Contractor shall be responsible for the payment of any deductibles.
 - b. Coverage shall be provided by a standard form Commercial General Liability Policy (CG0001 or equivalent) covering bodily injury, property damage including loss of use, and personal injury.
 - c. The General Aggregate shall apply on a Per Project Basis.
 - d. The State of Nebraska, Department of Roads, shall be named as an Additional Insured on a primary and non-contributory basis including completed operations for three (3) years after final acceptance and payment.
 - e. Contractor agrees to waive its rights of recovery against the State of Nebraska, Department of Roads. Waiver of Subrogation in favor of the State of Nebraska, Department of Roads shall be added to the policy.
 - f. Contractual liability coverage shall be on a broad form basis and shall not be amended by any limiting endorsements.
 - g. If work is being performed near a railroad track, the 50' railroad right-of-way exclusion must be deleted.

- h. Products and completed operations coverage in the amount provided above shall be maintained for the duration of the work, and shall be further maintained for a minimum period of three years after final acceptance and payment.
 - i. Coverage shall be included for demolition of any building or structure, collapse, explosion, blasting, excavation and damage to property below surface of ground (XCU coverage).
 - j. Policy shall not contain a total or absolute pollution exclusion. Coverage shall be provided for pollution exposures arising from products and completed operations as per standard CG0001 Pollution Exclusion or equivalent. If the standard pollution exclusion as provided by CG0001 has been amended, coverage must be substituted with a separate Pollution Liability policy of \$1.0 million per occurrence and \$2.0 million aggregate. If coverage is provided by a "claims made" form, coverage will be maintained for three years after project completion. Any applicable deductible is the responsibility of the Contractor.
2. Automobile Liability:
Limits of at least:
\$ 1,000,000 CSL per Accident
- a. Coverage shall apply to all Owned, Hired, and Non-Owned Autos.
 - b. If work is being performed near a railroad track, the 50-foot railroad right-of-way exclusion must be deleted.
 - c. Contractor agrees to waive its rights of recovery against the State of Nebraska, Department of Roads. Waiver of Subrogation in favor of the State of Nebraska, Department of Roads, shall be added to the policy.
 - d. Automobile liability coverage shall be obtained from an insurance carrier who is licensed with the Nebraska Department of Insurance.
3. Workers' Compensation:
Limit: Statutory coverage for the State where the project is located.
Employer's Liability limits: \$500,000 Each Accident
\$500,000 Disease – Per Person
\$500,000 Disease – Policy Limit
- a. Contractor agrees to waive its rights of recovery against the State of Nebraska, Department of Roads. Waiver of Subrogation in favor of the State of Nebraska, Department of Roads shall be added to the policy.
 - b. Workers' compensation coverage shall be obtained from an insurance carrier who is licensed with the Nebraska Department of Insurance.
 - c. Where applicable, the Longshore and Harborworkers Compensation Act endorsement shall be attached to the policy.

4. Umbrella/Excess:
Limits of at least:
\$1,000,000 per Occurrence
 - a. Policy shall provide liability coverage in excess of the specified Employers Liability, Commercial General Liability and Automobile Liability.
 - b. The State of Nebraska, Department of Roads, shall be an "Additional Insured."
 - c. Contractor agrees to waive its rights of recovery against the State of Nebraska, Department of Roads. Waiver of subrogation in favor of the State of Nebraska, Department of Roads shall be provided.
5. Pollution Liability:
 - a. When "hazardous wastes" or contaminated or polluted materials must be handled and/or moved, the Contractor shall obtain Pollution Liability Coverage with minimum limits of \$1,000,000 per occurrence and \$2,000,000 aggregate.
 - b. If, during the course of construction, hazardous wastes, contaminated or polluted material are discovered on the project, the Contractor shall immediately cease any operation that may disturb these materials, and shall immediately notify the Engineer of all facts related to the discovery of these materials.
 - c. Unforeseen work related to the discovery of hazardous, contaminated or polluted materials on the project, and the extra cost, if any, of pollution liability coverage will be handled as "extra work."
6. Additional Requirements:
 - a. The Contractor shall provide and carry any additional insurance required by the Special Provisions.
 - b. Except as otherwise provided herein, all insurance shall be kept in full force and effect until after the State releases the Contractor from all obligations under the contract.
 - c. If any of the work is sublet, equivalent insurance shall be provided by or on behalf of the subcontractor or subcontractors (at any tier) to cover all operations.
 - d. Any insurance policy shall be written by an insurance company with a Best's Insurance Guide Rating of A – VII or better.
 - e. Prior to execution of the contract, Contractor shall provide the State of Nebraska, Department of Roads evidence of such insurance coverage in effect in the form of an Accord (or equivalent) certificate of insurance executed by a licensed representative of the participating insurer(s). Certificates of insurance shall show the Nebraska Department of Roads as the certificate holders.
 - f. For so long as insurance coverage is required under this agreement, the Contractor shall have a duty to notify the Department when the Contractor knows, or has reason to believe, that any insurance coverage required under this agreement will lapse, or may be cancelled or terminated. The Contractor must forward any pertinent notice of cancellation or

termination to the Department at the address listed below by mail (return receipt requested), hand-delivery, or facsimile transmission within 2 business days of receipt by Contractor of any such notice from an insurance carrier. Notice shall be sent to:

Nebraska Department of Roads
Construction Division --- Insurance Section
1500 Highway 2, P.O. Box 94759
Lincoln, NE 68509-4759

Facsimile No. 402-479-4854

- g. Failure of the owner or any other party to review, approve, and/or reject a certificate of insurance in whole or in part does not waive the requirements of this agreement.
- h. The limits of coverage set forth in this document are suggested minimum limits of coverage. The suggested limits of coverage shall not be construed to be a limitation of the liability on the part of the Contractor or any of its subcontractors/tier subcontractors. The carrying of insurance described shall in no way be interpreted as relieving the Contractor, subcontractor, or tier subcontractors of any responsibility or liability under the contract.
- i. If there is a discrepancy of coverage between this document and any other insurance specification for this project, the greater limit or coverage requirement shall prevail.

CONSTRUCTION DETAILS

TEMPORARY WATER POLLUTION CONTROL (B-3-0509)

Section 204 in the Standard Specifications is void.

CONSTRUCTION STORMWATER MANAGEMENT CONTROL (B-3-0509)

General

- 1. This Section defines some best management practices (BMPs) for erosion and sediment control measures and construction practices the Contractor shall use to prevent soil erosion and avoid water pollution.
- 2. The Contractor shall exercise every reasonable precaution throughout the life of the contract to prevent silting of the waters of the state, the project site, and adjacent property. Construction of drainage facilities, as well as performance of other contract work which will contribute to the control of siltation, shall be carried out in conjunction with earthwork operations or as soon thereafter as is practicable.
- 3. a. The Contractor shall take sufficient precautions to prevent pollution of the waters of the state, the project site, and adjacent property with construction debris, petroleum products, chemicals, or other harmful materials.

- b. The Contractor shall conduct and schedule the operations to avoid interference with any protected species.
- c. The Contractor shall comply with all applicable statutes relating to pollution of the waters of the state and fish and game regulations.
4. All construction debris shall be disposed in a manner that it cannot enter any waterway. Excavation shall be deposited as to protect the waters of the state from siltation.
5. The erosion and sediment control measures shall continue until the permanent drainage facilities have been constructed and the slopes are sufficiently vegetated to be an effective erosion deterrent or until tentative acceptance of the work.
6. All erosion and sediment control measures shall be properly maintained by the Contractor.
7. All erosion and sedimentation resulting from the Contractor's operations and the weather conditions must be corrected by the Contractor.

LIMITATION OF OPERATIONS (B-3-0509)

General

1. The maximum exposed surface area for the Contractor's operations in excavation, borrow, and embankment is 18 acres (72,800 m²) plus an equal area of clearing and grubbing/large tree removal. A written request for an increase in the maximum exposed surface area may be approved by the Engineer unless an equal amount of finished grading and seeding has been completed in the previously opened area. This approval will be based on the soil, moisture, seasonal conditions, the Contractor's operation, or other conditions.
2. The Engineer shall have the authority to reduce the maximum exposed surface area when any of the following conditions warrant:
 - a. Soil and moisture conditions are such that erosion is probable.
 - b. Seasonal conditions may force extended delays.
 - c. Proximity to the waters of the state require more stringent controls.
 - d. Equipment and personnel available on the job is not sufficient to properly maintain erosion and dust control measures.
 - e. Any other environmental condition in the area that may exist which would be affected by erosion from the project.
3. Construction operations in rivers, streams, wetlands, and impoundments shall be restricted to those areas specifically shown in the contract. Rivers, streams, wetlands, and impoundments shall be promptly cleared of all false work, piling, debris, or other obstructions placed therein or caused by the construction operations.
4. Fording and operation of construction equipment within live streams and wetlands will not be allowed, unless explicitly allowed in the contract.

CONSTRUCTION METHODS (B-3-0509)

General

1. The Contractor shall conduct all construction activities to control sediment and avoid soil erosion.
2. The Contractor shall incorporate all permanent erosion control features into the project at the earliest practicable time.
3. Construction stormwater management control measures for Contractor obtained construction work areas located outside the right-of-way, such as borrow pit operations, haul roads, plant sites, staging areas, equipment storage sites, etc. are the sole responsibility of the Contractor. All construction stormwater management control measures for these areas are at the Contractor's expense. The Contractor is responsible for securing all required permits for use of these areas.
4. The construction stormwater management procedures contained herein shall be coordinated with any permanent erosion control measures specified elsewhere in the contract to the extent practical to assure economical, effective, and continuous erosion and sediment control throughout the construction period.
5. The Contractor shall be responsible to limit erosion and prevent siltation into the waters of the state during the construction period, as well as during the times that work may be suspended.
6. a. The installation of all erosion and sediment control items shall be installed by qualified personnel who are knowledgeable in the principles and practice of various BMP installations.
b. The installation of all erosion and sediment control items shall be done under the direct supervision of the Contractor's NDOR-Certified Erosion and Sediment Control Inspector. The Contractor's NDOR-Certified Erosion and Sediment Control Inspector shall be present at each site during installation to direct and inspect all erosion and sediment control BMP installations.
c. The Contractor shall notify the Engineer of all Contractor NDOR-Certified Erosion and Sediment Control Inspectors who will be on the project to direct and inspect all erosion and sediment control BMP installations.
d. No payment will be made for any erosion and sediment control item unless a Contractor NDOR Certified Erosion and Sediment Control Inspector was present to directly supervise and inspect the work.
e. No payment will be made for any erosion and sediment control item that is not properly installed. All erosion and sediment control items shall be installed as per the NDOR Standard Plan or the manufacturer's instructions.

**ENVIRONMENTAL COMMITMENT DOCUMENT
(B-3-0509)**

General

This specification establishes the required documentation included in the Environmental Commitment Document and Project Erosion and Sediment Control Inspection. The Department and the Contractor, as co-permittees, will comply with all conditions required by the current NPDES Construction Storm Water General Permit.

Environmental Commitment Document

1. An Environmental Commitment Document will be created by the Department to identify all project specific environmental commitments, when applicable.
 - a. (Pre-Bid) The Department will provide information related to commitments made for but not limited to:
 - i. Storm Water Pollution Prevention Plan.
 - ii. U. S. Army Corps of Engineers 404 Permit.
 - iii. Nebraska Department of Environmental Quality 401 Water Quality Certification.
 - iv. State Title 117 Waters (COE Non-Jurisdictional).
 - v. Floodplain Permit.
 - vi. Historic Clearance.
 - vii. Threatened & Endangered Species Clearance.
 - viii. FHWA Environmental Clearance.
 - ix. NPDES Construction Stormwater Permit (within Right-of-Way limits, only).
 - x. Conservation Measures.
 - xi. Migratory Bird Treaty Act.
 - xii. Other pertinent issues.
 - b. (Post-Bid) The Contractor shall provide the following information that will be included in the Environmental Commitment Document but not limited to:
 - i. Temporary Erosion Control Plan.
 - ii. Spill Prevention and Control Plan.
 - iii. Name and telephone number of the Contractor's representative responsible for the Environmental Commitments.
 - iv. Name and telephone number of the employees that are NDOR-Certified Erosion and Sediment Control Inspectors.
 - v. Construction Schedule/Critical Path.

Temporary Erosion Control Plan

1. The Contractor shall prepare and submit the Temporary Erosion Control Plan prior to the start of any work. The Contractor shall not begin work until the Temporary Erosion Control Plan has been submitted to the Engineer and appropriate erosion control measures are in place. Payment for any work on the contract will be withheld if erosion control measures are not in place or properly maintained.
2. The submittal of the Temporary Erosion Control Plan, the approval to increase the maximum surface area, or any payment for or acceptance of any or all of the work shall not operate as a waiver of the Contractor's responsibility under this specification.
3. The Temporary Erosion Control Plan shall be amended as work progresses and site conditions change.
4. The Temporary Erosion Control Plan will be reviewed at the project progress meeting. All active Contractors will have their Inspectors present, and work as a team to determine Temporary Erosion Control BMP's as they are needed.
5. Payment for preparing the Temporary Erosion Control Plan is subsidiary to items that direct payment is made.

Spill Prevention and Control Plan

1. The Contractor shall prepare and submit the Spill Prevention and Control Plan prior to the start of any work. The Contractor shall not begin work until the Spill Prevention and Control Plan has been submitted to the Engineer and appropriate Spill Prevention and Control measures are in place.
 - a. Spill Prevention and Control Plan should clearly state measures to stop the source of the spill, contain the spill, clean up the spill, dispose of contaminated materials, and train personnel to prevent and control future spills.
 - b. Spill Prevention and Control Plans are applicable to construction sites where hazardous wastes are stored or used. Hazardous wastes include, but not limited to: pesticides, paints, cleaners, petroleum products, fertilizers, and solvents.
2. The Spill Prevention and Control Plan will be included in the Environmental Commitment Document.
3. Direct payment will not be made for the Spill Prevention and Control Plan.

Storm Water Pollution Prevention Plan (SWPPP)

1. The Contractor shall comply with all conditions required by the current NPDES Construction Storm Water General Permit.
2. The Department will prepare the NDOR Project SWPPP for construction activities causing a land disturbance within the Right-of-Way, temporary easements, and permanent easements of one (1) acre or more.
 - a. Areas of construction support activities located on private property, obtained by the Contractor, are not included in the NDOR Project SWPPP.

3. The Engineer and the Contractor will perform inspections as required by the current NPDES Construction Storm Water General Permit. Payment for project inspection is subsidiary to items that direct payment is made.
4. The SWPPP will be maintained and updated by the Engineer as work progresses and site conditions change, to accurately describe the BMPs that are currently in place.
5. The Contractor's participation in SWPPP inspections, maintenance and updates shall begin on the first day construction activities cause land disturbance and end on the date of project completion as evidenced as the completion date in the District Engineer's Letter of Tentative Acceptance.

Project Erosion and Sediment Control Inspection

1. Inspections must be conducted by a NDOR-Certified Erosion and Sediment Control Inspector. The Contractor and the Engineer shall conduct inspections in accordance with the NPDES Construction Storm Water General Permit.
2. The NDOR-Certified Erosion and Sediment Control Inspector certification is obtained by completing an erosion and sediment control inspector training course provided by the Nebraska Department of Roads and passing the examination that accompanies the training.
3. The Contractor's NDOR-Certified Erosion and Sediment Control Inspector shall be responsible for ensuring that all BMPs are installed in accordance with NDOR Specifications, Special Provisions, NDOR Standard Plans, or the manufacturers' recommended installation instructions. The Contractor's NDOR-Certified Erosion and Sediment Control Inspector shall be capable of reading and interpreting these documents. The Inspector shall be familiar with product and structural BMPs. The Contractor's NDOR-Certified Erosion and Sediment Control Inspector is required to inspect, assess, and supervise the maintenance of erosion and sediment control BMPs to ensure compliance with the NPDES Construction Storm Water General Permit while preserving BMP functionality.
4. Payment for project inspection is subsidiary to items that direct payment is made.

ENVIRONMENTAL COMMITMENT DOCUMENT ENFORCEMENT (B-3-0509)

General

1. This specification establishes a disincentive assessment for the Contractor's failure to comply with Environmental Commitments.
2. Deficiencies are described but not limited to:
 - a. Failure to install pollution prevention control BMPs as work progresses or as described in the SWPPP.
 - b. Failure to maintain existing pollution prevention control BMPs.

- c. Failure to remove non-functioning pollution prevention control BMPs.
- d. Failure to comply with U. S. Army Corps of Engineers 404 Permit requirements.
- e. Failure to comply with NPDES Construction Storm Water General Permit requirements.
- f. Failure to comply with all applicable statutes relating to pollution of the waters of the state.
- g. Exceeding the maximum exposed surface area for excavation of 18 Acres without written request for permission and written approval.
- h. Failure to comply with Plans, Specifications, and Contract requirements for the Environmental Commitment Document.

Conditions

- 1. a. The count of Working Days and Calendar Days shall continue during the time period that corrective work is being performed.
 - i. Delays to the project as a result of the Contractor conducting corrective actions for the Environmental Commitment Document shall not constitute a valid reason for an extension of the contract time allowance.
- b. The Contractor shall begin maintenance operations, provide adequate equipment and personnel, and diligently pursue the work without cessation until all deficiencies have been corrected.

Corrective Actions

- 1. a. Deficiencies shall be corrected within seven calendar days of notification. When deficiencies are not corrected within seven calendar days, the Engineer will make a disincentive assessment to the contract as stated herein.
- 2. If soil, weather, or other conditions prevent the Contractor from completing the corrective actions within seven calendar days, the Contractor shall notify the Engineer in writing. The Contractor's letter shall state the reasons preventing corrective action within the time allowed. The Contractor shall propose a Corrective Action Plan within 48 hours. Corrective work shall continue while the Plan is developed. The Contractor's Corrective Action Plan must contain a course of action and a time frame for completion. If the reasons and the Corrective Action Plan are acceptable to the Engineer, the Contractor will be allowed to proceed with the plan as proposed without incurring a disincentive assessment. If work described in the approved Corrective Action Plan does not commence as proposed, the Engineer may immediately invoke the NDOR Environmental Commitment Control Deficiency Notification Shut-Down Notice.

3. The Engineer may require the Contractor to provide a written Procedures Plan. The Procedures Plan shall detail the process to prevent reoccurrence of deficiencies. The written Procedures Plan shall be provided within seven calendar days of the request. Failure to correct all deficiencies and provide a Procedures Plan may result in payments being withheld until such time that procedures are outlined.

Notification

1. Deficiencies will be documented using the NDOR Environmental Commitment Deficiency Notification Form and the Corrective Action Log.
2. Initial Notice:
 - a. The Initial Notice will notify the Contractor of Environmental Commitment deficiencies and direct that they be corrected.
 - b. If all corrective work is completed within the time allowance shown in the initial notice or time shown in the Contractor's approved Corrective Action Plan, a disincentive assessment will not be imposed upon the Contractor.
3. Shut-Down Notice:
 - a. If all corrective work identified in the Corrective Action Log attached to the Initial Notice has not been completed at the end of the seventh calendar day after the Initial Notice Date, a Shut-Down Notice will become effective on the eighth calendar day after the Initial Notice Date.
 - b. All current operations shall cease as of the date and time cited by the Shut-Down Notice. The Contractor shall only work on Environmental Commitment deficiencies. After the Shut-Down Notice, the penalty day assessment will be counted as a Calendar Day.

Disincentive Assessments

1. If the corrective work is not complete within seven Calendar Days after the Initial Notice, a disincentive assessment of \$250.00 per Deficiency Location per Calendar Day for each Deficiency Location remaining uncorrected will begin on the eighth calendar day after the Initial Notice Date and continue through and count the day the last corrective work was completed for each Deficiency Location.

Corrective Action Incentive

1. The Contractor shall comply with the NPDES Construction Storm Water General Permit to correct all pollution prevention control deficiencies within 7 calendar days from when the Contractor was notified of the Environmental Commitment deficiencies and prior to the next storm event. The Contractor shall begin maintenance operations, provide adequate equipment and personnel, and diligently pursue the work --- without cessation --- until all deficiencies have been corrected.

2. The Department will pay an incentive as outlined in Table A when the Contractor is notified by the Environmental Commitment Deficiency Notification and Corrective Action Log and commences work to correct deficiencies resulting from a storm event that exceeded 0.50 inch of rain. One payment per notification will be made. Multiple deficiencies may be included in one notification.

Table A	
Corrective Action Incentive Payment Schedule	
Incentive to commence corrective work within:	
24 Hours of Notification	\$300.00
48 Hours of Notification	\$200.00

3. An incentive payment will not be paid if corrective work does not commence as outlined in Table A and completed within 7 days, or if an unscheduled visit coincides with a normally scheduled visit.
4. An incentive payment will not be paid for scheduled maintenance visits, expected to occur every 14 days, or pollution prevention BMP installations, maintenance, and removals required due to daily Contractor operations.
5. Immediate Action Deficiencies are not eligible for incentive payment.

Immediate Action Deficiencies

1. Deficiencies that pose an imminent threat to the environment are considered an emergency situation. These deficiencies will be identified in the Immediate Action Deficiencies section of the Environmental Commitment Notification Form. The corrective work for Immediate Action Deficiencies shall begin immediately and continue without cessation until completed.
2. The Contractor will be assessed a disincentive assessment of \$500.00 per Deficiency per Calendar Day for failure to begin corrective actions or failing to continue to completion.
3. Examples of Immediate Action Deficiencies include but not limited to:
 - a. Threatened & Endangered Species habitat protection deficiencies
 - b. U. S. Army Corps of Engineers 404 Permit Noncompliance
 - c. Petroleum Spills/Tank Leakage
 - d. Hazardous Material Spills

Rights Reserved

1. The Department reserves the right to initiate and perform corrective action on any deficiencies and then assess the costs to perform the work against the Contractor.
2. The Contractor shall be liable to the Department for any and all costs incurred by the Department as a result of the Contractor's actions, inactions, or for failure to comply with the NPDES Construction Storm Water General Permit, U. S. Army Corps of Engineers 404 Permit, or any other applicable permit.

3. It is expressly understood that the provisions of this specification will not relieve the Contractor of his/her responsibilities nor shall it relieve the surety of its obligation for and concerning any just claim.

**TYPE B HIGH INTENSITY WARNING LIGHTS
(D-6-0307)**

All references in the plans to Type B High Intensity Warning Lights shall be considered void. The plans will not be revised to reflect this change.

**TEMPORARY TRAFFIC CONTROL DEVICES
(Type II Barricades, Reflectorized Drums, 42" (1070 mm) Reflective Cones, and
Vertical Panels)
(D-6-1112)**

Paragraph 2.d. of Subsection 422.03 in the Standard Specifications is void and superseded by the following:

- d. (1) Reflectorized drums used for traffic warning or channelization shall be constructed of lightweight, flexible, and deformable materials, be a minimum of 36 inches (900 mm) in height, and have a minimum width of 18 inches (450 mm), regardless of orientation. The predominant color of the drum shall be orange.
- (2) Steel drums shall not be used.
- (3) The markings on drums shall be horizontal, shall be circumferential, and shall display four 6-inch (150 mm) wide bands of retroreflective sheeting, alternating fluorescent orange - white – fluorescent orange - white. The fluorescent orange sheeting shall meet the luminance requirements of the following table.

FHWA Luminance Factor

Sheeting Type	Luminance Factor Y_T		
	Min	Max	Fluorescence Luminance Factor Limit, Y_F
Fluorescent Orange	25	None	15

- e. When approved by the Engineer or shown in the plans, 42" (1070 mm) reflective cones may be used in lieu of Type II Barricades or Reflectorized Drums. 42" (1070 mm) reflective cones shall include a 30-pound (14 kg) rubber base and display four 6-inch (150 mm) wide bands of retroreflective sheeting, alternating fluorescent orange - white - fluorescent orange - white. 42" (1070 mm) reflective cones shall not be used for lane-closure tapers or shifts.
- f. Rubber base-mounted 36-inch vertical panels shall not be used for channelization when the speed limit exceeds 40 miles per hour.

Paragraph 2.b. of Subsection 422.04 of the Standard Specifications is void and superseded by the following:

- b. (i) Type II Barricades, Reflectorized Drums, and 42" (1070 mm) Reflective Cones shall be counted as "Barricades, Type II" and measured for payment by the number of calendar days each is in place and positioned as shown in the plans or as directed by the Engineer.
- (ii) Vertical Panels shall be measured for payment as permanent "Sign Days" (by the each) by the number of calendar days each vertical panel unit is in place and positioned as shown in the plans or as directed by the Engineer.

Paragraph 2.c. of Subsection 422.04 of the Standard Specifications is amended to include Reflectorized Drums.

Paragraphs 3. and 4. of Subsection 422.05 of the Standard Specifications are void and superseded by the following:

3. a. The pay item "Barricade, Type II" is used to pay for three items ("Barricades, Type II", "42" (1070 mm) Reflectorized Cones", and "Reflectorized Drums").
- b. "Barricades, Type II", which includes "42" (1070 mm) Reflectorized Cones", and "Reflectorized Drums", is paid for as an "established" contract unit price item. The established unit price is identified on the "Schedule of Items" shown in the Proposal.
4. Payment for vertical panels includes all posts, brackets, or hardware necessary to install and maintain the vertical panel units.

WORK ZONE TRAFFIC CONTROL SIGNS (D-6-1212)

The Department has adopted the FHWA 2009 Manual of Uniform Traffic Control (MUTCD) and the 2011 Nebraska Supplement to the MUTCD as the official guidance for work zone traffic control signs. Many work zone traffic control signs have been revised, redesigned, or replaced in the 2009 MUTCD (and 2011 Nebraska Supplement). Accordingly, all work zone signs shall comply with the following:

- 1 - All signs, regardless of age, shall meet the design standards of the 2009 MUTCD (and 2011 Nebraska Supplement).

TEMPORARY TRAFFIC CONTROL FOR PERMANENT PAVEMENT MARKING (D-13-1007)

Paragraph 4. of Subsection 423.04 in the Standard Specifications is void.

WET REFLECTIVE POLYUREA PAVEMENT MARKING, GROOVED (D-17-1213)

I. Description

This work shall consist of furnishing and installing wet night retroreflective polyurea pavement markings in accordance with this provision and in conformance to the dimensions and lines shown on the plans or established by the Engineer.

The wet reflective polyurea marking material shall be applied by spray method onto asphaltic cement concrete and Portland cement concrete surfaces. Following an application of glass beads or black aggregate, and upon curing, the resulting marking shall be an adherent reflectorized stripe of the specified thickness and width that is capable of resisting deformation by traffic.

The Contractor shall field verify the pavement marking quantities required for the project prior to purchasing materials. The Department will not be held responsible for the Contractor's shortage or surplus of material. The Contractor's verification of quantities and purchasing material shall not delay the project or the installation of pavement marking when required.

The polyurea pavement marking shall be applied in grooves cut into the surfacing. The grooves shall be made in a single pass dry cut; the equipment used shall be self-vacuuming and leave the cut groove ready for polyurea pavement marking application. The equipment and method used shall be approved by the polyurea pavement marking manufacturer. The polyurea pavement marking shall be applied in the grooves the same day as the cut. Grooves shall be clean and dry prior to polyurea pavement marking application. All conflicting pavement markings which remain after application of the polyurea pavement markings shall be removed. The removal of conflicting, pre-existing temporary or permanent pavement marking shall be paid for with the appropriate removal pay item. The removal of conflicting temporary or permanent pavement marking placed as part of this work shall be at no cost to the Department.

Groove width: pavement marking width + 1 inch to 2 inch maximum
Groove depth: per manufacturer's recommendations to a minimum of 60 mils
Groove length: full length of marking + required grooving transition
Groove position: 2 inches off of joint line (per plan)

Grooving of the surfacing shall be performed in accordance with the polyurea manufacturer's recommendations. Grooving the surfacing shall not be measured and paid for but shall be considered subsidiary to "____ Polyurea Pavement Marking, Grooved".

II. Materials

A. Polyurea

Composition Requirements:

Composition requirements are per manufacturer's specifications. The Wet Reflective Polyurea Pavement Markings approved for use are shown on the NDR Approved Products List. Markings which have not been previously approved by

the Department will not be permitted on the project until approved by the Traffic Engineer.

Properties:

1. Color and Weathering Resistance: The mixed polyurea compound, white, yellow and black, when applied to a 3" x 6" aluminum panels at 15±1 mil in thickness with no glass beads or elements and exposed for 500 hours in a Q.U.V. Environmental Testing Chamber, as described in ASTM-G154, Cycle #1, shall conform to the following minimum requirements. The color of the white polyurea system shall not be darker than Federal Standard No. 595A-17778. The color of the yellow polyurea system shall conform to Federal Standard No. 595A-13538. The color of the black polyurea system shall conform to Federal Standard No. 595A-17038.
2. Track-Free Time (Laboratory): When tested in accordance with ASTM D 711, the polyurea marking material shall reach a track-free condition in 10 minutes or less for a 15 mil thickness. This test shall be performed with AASHTO Type 1 beads coated at a rate of 0.099 pounds per square foot. The track-free time shall not increase substantially with decreasing temperature.
3. Adhesion to Concrete: The polyurea coating, when tested according to ACI Method 503, shall have such a high degree of adhesion to the specified concrete surface that there shall be a 100% concrete failure in the performance of this test. The prepared specimens shall be conditioned at room temperature (75°± 2° F) for a minimum of 24 hours and maximum of 72 hours prior to the performance of the tests indicated.
4. Adhesion to Asphalt: The polyurea coating, when tested according to ACI Method 503, shall have such a high degree of adhesion to the specified asphalt surface that there shall be a 100% asphalt failure in the performance of this test. The prepared specimens shall be conditioned at room temperature (75°± 2° F) for a minimum of 24 hours and maximum of 72 hours prior to the performance of the tests indicated.

B. Reflective Media

The reflective media application shall incorporate a double drop technique to maximize wet night reflectivity and color. The reflective media used shall ensure the wet reflective polyurea pavement markings meet the retroreflectance performance requirements in Section II.D.3. The glass beads for drop-on application shall conform to the following requirements *or be an approved equivalent*.

1. Glass Beads

The required glass beads shall be a 60/40 blend (60% sinkers and 40% floaters) of AASHTO M 247-81 Type I gradation 1.5 index glass beads. The glass beads shall have a minimum of 70% Rounds as measured according to ASTM D1155. Crush Resistance shall be

measured according to the procedures of ASTM D1213 and shall be a minimum of 30 pounds retained on US #40 Mesh.

Acid Resistance: A sample of glass beads supplied by the manufacturer shall show resistance to corrosion of their surface after exposure to a 1% solution (by weight) of sulfuric acid. The 1% acid solution shall be made by adding 5.7 cc of concentrated acid into 1000 cc of distilled water. **CAUTION:** Always add the concentrated acid into the water, not the reverse. The test shall be performed as follows:

Take a 1" x 2" sample, adhere it to the bottom of a glass tray and place just enough acid solution to completely immerse the sample. Cover the tray with a piece of glass to prevent evaporation and allow the sample to be exposed for 24 hours under these conditions. Then decant the acid solution (do not rinse, touch, or otherwise disturb the bead surfaces) and dry the sample while adhered to the glass tray in a 150° F (66° C) oven for approximately 15 minutes. Microscopic examination (20X) shall show not more than 15% of the beads having a formation of very distinct opaque white (corroded) layer on their entire surface.

2. Wet Reflective Media

Wet reflective media shall be approved for use by the polyurea manufacturer. The Wet Reflective Media approved for use are shown in the NDR Approved Products List.

C. Non-reflective Media

Black aggregate shall be broadcast to saturation on all black lines to provide a matte, non-reflective finish. The black aggregate shall be either a fine or medium gradation.

D. Finished Markings

Because of normal variances in road surfaces, application processes and measurement, the properties of markings made from the materials specified herein will vary from one installation to the next. When the materials are applied according to the specifications in Section III, they shall be capable of forming markings with the following reproducibility of properties:

1. On-the-road Track-Free Time: When installed at 77° F and at a wet film thickness of 15±1 mils, the markings shall reach a no-track condition in less than 10 minutes. Track-free shall be considered as the condition where no visual deposition of the polyurea marking to the pavement surface is observed when viewed from a distance of 50 feet, after a free-rolling traveling vehicle's tires have passed over the line. The track-free time shall not increase substantially with decreasing temperature.
2. Skid Resistance: The average initial skid resistance shall be 45 BPN or greater when tested according to ASTM E303.

3. Retroreflectance – Required initial retroreflectance values are shown in the table below. Typical retroreflectivity is determined as the average of many readings ($\text{mcd}(\text{ft}^2)(\text{fc}^{-1})$) metric equivalent ($\text{mcd}(\text{m}^2)(\text{lux}^{-1})$) as described below.

Average Minimum Initial Retroreflectance		
	White	Yellow
Dry (ASTM E1710)	500	350
Wet Recovery (ASTM E2177)	350	275
Wet Continuous (ASTM E2832)	100	75

- 3.1.1 Some reasonable variance should be expected (for example, application on very rough road surfaces or differences in glass beads).
- 3.1.2 The initial retroreflectance value of a single installation or unit of work shall be the average value determined according to the measurement and sampling procedures outlined in ASTM D7585, using a 30-meter (98.4 feet) retroreflectometer, except as modified below. The 30-meter retroreflectometer shall measure the coefficient of retroreflected luminance, R_L at an observation angle of 1.05 degrees and an entrance angle of 88.76 degrees. R_L shall be expressed in units of millicandelas per square foot per foot-candle [$\text{mcd}(\text{ft}^2)(\text{fc}^{-1})$]. The metric equivalent shall be expressed in units of millicandelas per square meter per lux [$\text{mcd}(\text{m}^2)(\text{lux}^{-1})$].
- 3.1.3 The initial retroreflectance values of the pavement marking shall be measured no sooner than 48 hours after application, but not later than 30 days after application. The Contractor shall provide an acceptable 30-meter retroreflectometer to use on the project (the retroreflectometer will remain the property of the Contractor). The contractor will take measurements in the presence of the Engineer. Prior to taking measurements, the Contractor shall calibrate the retroreflectometer according to the manufacturer's requirements.

Measurements will be taken at equally spaced (or nearly so) test areas located by the Engineer in each evaluation section. An evaluation section is defined as a 3 mile (or major fraction) portion of a segment. If the last evaluation section is less than 1.5 miles in length, it shall be combined with the preceding section.

The test areas shall be at least 400 ft. in length and a minimum of 10 readings shall be taken over the length of each test area.

All measurements shall be made in the direction of travel. On centerlines of undivided highways, measurements shall be taken in both directions in each test area and averaged to determine the value of that color line in that test area.

Measurements shall be taken for each type and color of line in the evaluation section.

Individual symbols and legends will be treated as separate evaluation sections. Three (3) readings shall be taken on each

symbol to determine the average retroreflectance value for the symbol.

The Department will do verification testing. When the average of the readings for an evaluation section fall below the minimum, the entire section represented by those readings will be further evaluated by the Engineer and may be subject to removal and replacement.

- 3.1.4 The Department may elect to determine wet retroreflectance values measured under a "condition of continuous wetting" (simulated rain) in accordance with ASTM E2832. To reduce variability between measurements, the test method shall be performed in a controlled laboratory environment while the marking is positioned with a 3 to 5 degree lateral slope. Measurements shall be reported as the average of the minimum of three locations. Samples of the completed finished product shall be applied to flat panels during application and brought back to the lab for testing. When such samples are taken, the Department will furnish the panels.

III. Application

The Contractor shall furnish equipment and apply the materials according to the following specifications:

A. Equipment

Application equipment shall be capable of producing markings that meet the specifications of the manufacturer's listed on the NDR Approved Products List for Wet Reflective Polyurea Pavement Marking.

At any time throughout the duration of the project, the Contractor shall provide free access to his application equipment for inspection by the Engineer, his authorized representative or a materials representative.

When black and white polyurea are applied together to create a contrast pattern, they shall be applied from one truck in a single pass operation.

B. Application Conditions:

1. **Moisture:** The markings shall only be applied during conditions of dry weather and when the pavement surface is dry and free of moisture.
2. **Air Temperature:** The markings shall only be applied when road and air temperatures are above 40 degrees F, unless manufacturer's guidelines state otherwise.
3. **Surface Preparation:** Marking operations shall not begin until applicable surface preparation work is completed and approved by the Engineer.

- 3.1 Prior to applying the markings, the Contractor shall remove any remaining existing markings to expose a minimum of 80% of the pavement surface.

- 3.2 Prior to applying the markings, the Contractor shall remove all curing compounds on new Portland cement concrete surfaces.
- 3.3 Prior to applying the markings, the Contractor shall remove all dirt, sand, dust, oil, grease and any other contaminants from the road surface.
- 3.4 Application over temporary paint is not acceptable.
4. **Dimensions:** The pavement markings shall be placed only on properly prepared surfaces and at the widths and patterns as designated in the contract. The markings shall be applied in accordance with the "Manual on Uniform Traffic Control Devices" and in accordance with the Engineer's plans.
- Any markings that are found to be 0.5 inches less than the width shown in the plans shall be removed and replaced by the Contractor.
5. **Other Restrictions:** The Engineer and/or Contractor shall determine further restrictions and requirements of weather and pavement conditions necessary to meet the all other application specifications and produce markings that perform to the satisfaction of the Engineer.
6. **Binder Thickness:** The polyurea binder (mixed Part A and Part B) coating shall be applied at rates to achieve minimum uniform wet thicknesses as follows:

Surface Type	Recommended Polyurea Pavement Marking Thickness (1 inch=1000 mils)
Existing Smooth Asphalt or Concrete Surface	20±2 mils
New Concrete Surface ¹	20±2 mils
New Asphalt Surface (Standard Asphalt Mix)	20±2 mils
Open Grade Friction Course (OGFC) or Stone Matrix Asphalt (SMA) ²	25±2 mils
Rough Concrete or Asphalt	22±2 mils
Concrete or Asphalt after Grinding Off Pavement Markings ³	22±2 mils

¹ Use thicker binder (20 mils) on new concrete surfaces with heavy tines.

² Very large aggregate sizes for open grade friction course or stone matrix asphalt mixes may require a thickness of 25 mils for proper coverage.

³ Pavement marking thickness determined by the type of surface and roughness/texture created from grinding operation.

7. **Reflective Media Application:** The Contractor shall ensure that the reflective media are properly set in the polyurea coating so that their exposed portions are free of polyurea coating material. The specified reflective media shall be dropped per the manufacturer's specified rates to achieve their recommended coating weights:
8. **Volumetric Proportioning:** The Contractor shall ensure proper proportioning as required by manufacturer's specifications and mixing of the polyurea components so that the markings are adequately hardened throughout and are free of soft or uncured material. Typically, such areas will darken over time from dirt and tire residue.
9. **Overspray:** The Contractor shall ensure the polyurea coating does not exhibit excessive overspray.
10. **Adhesion:** The Contractor shall ensure that the polyurea coating is well adhered to the road surface, and that the reflective media are well adhered to the binder.

IV. **Observation Period**

Following initial completion of all pavement marking, there will be a 180-day observation period before final acceptance. During the observation period, the Contractor, at no expense to the Department of Roads, shall replace any marking that the Engineer determines are not performing satisfactorily due to defective materials and/or workmanship in manufacture and/or application. At the end of the observation period the minimum required retention percentage for marking installed shall be 90%.

Determination of Percentage Retained - The percentage retained shall be calculated as the nominal area of the strip less the area of loss divided by the nominal area and expressed as a percentage of the nominal area. A claim, made by the State against the Contractor, shall be submitted to the Contractor in writing within 30 days after the 180-day observation period. When such a claim is made prior to August 1, the replacement material shall be installed during that same construction season. Replacement material for any claim after August 1, shall be installed prior to June 1, of the following year. Marking replacement shall be performed in accordance with requirement specified herein for the initial application, including but not limited to surface cleaning, sealer application, etc.

Final acceptance of all marking will include an inspection of the appearance of the markings during daylight and darkness. Any markings that fail to have a satisfactory appearance during either period, as determined by the Engineer, shall be reapplied at no expense to the Department of Roads.

Final acceptance of the pavement marking will be: (1) 180 days after the initial completion of all work, or (2) upon completion of all corrective work, whichever occurs last.

V. Contract Units and Basis for Payment

- A. Linear pavement markings will be measured in linear feet complete-in-place for the width specified.
- B. Arrows and Legends are measured by the each.

Subsection 423.05 of the Standard Specifications is amended to include the item: "___ Polyurea Pavement Marking, Grooved". Payment shall be full compensation for grooving the pavement surface, furnishing and applying all markings, and for all materials, labor, tools, equipment and incidentals necessary to complete the work.

Payment will be made under:

Pay Item	Pay Unit
___ Polyurea Pavement Marking, Grooved	Linear Feet
___ Polyurea Pavement Marking, Grooved	Each

Payment is full compensation for all work prescribed in this Section.

**CONCRETE PAVEMENT JOINT REPAIR
(NO OVERLAY)
(STA. 91+90 TO STA. 408+71, IN NORFOLK)**

Section 605 in the Standard Specifications is amended to include the following:

Approximately 32 lane joints will require the full depth joint repair prior to the diamond grinding operation.

The first sentence of Paragraph 6.a. of Subsection 605.01 is void and superseded by the following:

When performing this operation on 2-lane roadways, the Contractor will be required to have all lanes open to traffic before sunset and at times when the Contractor is not working.

The last sentence of Paragraph 6.b. of Subsection 605.01 is void and superseded by the following:

The material, installation, maintenance, removal and disposal of these temporary patches will not be measured and paid for directly, but shall be considered subsidiary to the Concrete Joint and Pavement Repair work being performed.

Paragraph 1. of Subsection 605.02 is amended to include the following:

Repairs will be made with Class 47B-HE Concrete when the repair work is done with one lane closed for a minimum of 48 hours.

Paragraph 2. of Subsection 605.04 is amended to include the following:

Saw over-cuts shall be kept to a minimum. If saw over-cuts occur, they shall be thoroughly cleaned with compressed air to remove all dust, dirt, loose material and moisture, and sealed with hot pour joint sealant.

The last two sentences of Paragraph 2.b.(1) of Subsection 605.04 are void.

Paragraph 2.b.(1) of Subsection 605.04 is amended to include the following:

- (ii) The dowel bar holes shall be drilled at the same plane \pm 1/8 inch and at the spacing shown in the plans.
- (iii) The tie bar holes can be drilled independently.
- (iv) The drilled holes shall be thoroughly cleaned with compressed air to remove all dust, dirt, loose material and moisture.

Paragraph 2.b.(2) of Subsection 605.04 is void and superseded by the following:

- (2) After cleaning and prior to dowel or tie bar insertion, an application of grout or Grade 3 epoxy shall be made at the back of the hole. The grout or epoxy shall be from the NDR Approved Products List. Twist the dowel or tie bar one full turn during insertion to completely surround it with the grout or epoxy. Retention disks shall be placed on the bars as designated in the plans. The furnishing and installation of dowel and tie bars will not be paid for directly but shall be considered subsidiary to the Concrete Pavement or Joint Repair work being performed.

Paragraphs 5. and 6. of Subsection 605.04 are void and superseded by the following:

- 5. When concrete tie bars in longitudinal joints are damaged during concrete removal, they shall be replaced by the Contractor at no additional cost to the Department with reinforcing bars [No. 5 (16 mm in diameter) bars that are 18 inches (450 mm) in length]. The new tie bars shall be installed into holes drilled in the existing concrete and secured in place with an approved non-shrink grout or epoxy.
- 6. The Contractor shall compact the subgrade or foundation course under full depth patches to the maximum density achievable with equipment approved by the Engineer. Water shall be sprinkled on the subgrade before placing the concrete.

Paragraph 15. of Subsection 605.04 is void and superseded by the following:

The pavement elevation of repair areas shall be corrected in a manner that eliminates swales or bumps. Swales and bumps are defined as having a 1/8 inch or greater deviation using an approved 10 foot straightedge. Correction shall be diamond grinding or replacement. The condition of the adjacent pavement shall be considered when evaluating the 1/8 inch deviation requirement.

Paragraphs 18.c. and 19.a., b., c., d. and e. of Subsection 605.04 are void and superseded by the following:

- 18. c. The application rate shall be 1 Gal/150 SF (0.2 L /m²).

19. a. Class PR1-3,500 (PR1-25) or PR3-3,500 (PR3-25) Concrete Pavement Repairs shall be covered with polyethylene film and then insulation board or insulated blankets immediately after the curing compound has been applied.
- b. The insulation board and insulated blankets shall have an R-value (thermal resistance) equal to or greater than 5 ft²-hr-°F/BTU [1.0 m²(°C / W)].
- c. The insulation board shall be protected from the rain.
- d. Insulation must have an adequate anchor placed on it to keep the insulation in place.
- e. Insulation board and sheeting shall be maintained until concrete reaches opening strength.

Paragraphs 19.f. and g. of Subsection 605.04 are void.

Paragraph 20.e. of Subsection 605.04 is void and superseded by the following:

- e. Strength measurements for the opening and the 24-hour pay strengths of the PR1 and PR3 Concrete may be performed using the maturity meter method as provided in NDR C 1074. The maturity curve will be determined by the Materials and Research Division.

Paragraph 21.a. of Subsection 605.04 is void and superseded by the following:

21. a. Class 47B-3500 (47B-25) Concrete Pavement Repairs shall not be opened to traffic until the compressive strength reaches 3,500 psi (25 MPa). Table 605.04 is a guide to the minimum time before traffic will be allowed on the new concrete.

Paragraph 21.c. of Subsection 605.04 is void.

Paragraph 23. of Subsection 605.04 is amended to include the following:

23. c. All transverse and longitudinal joints surrounding a joint repair shall be sealed and considered subsidiary to the Joint Repair work being performed.

Paragraph 24. of Subsection 605.04 is amended to include the following:

Any time repair length is 9 feet (2.8 m) or less, a tooled longitudinal joint shall be placed at the midpoint of the repair. This joint shall be tooled to provide a well 3/8 inch (10 mm) wide and 1/2 inch (12.5 mm) deep at the surface of the concrete as shown in the plans.

The first paragraph of 605.05 is void and superseded by the following:

The quantity of Joint Repair is measured in cubic yards (meters) of pavement replaced in each separate lane.

Paragraph 1. of Subsection 605.06 is amended to include the following:

1.	Pay Item	Pay Unit
	Concrete Pavement, _____ Joint Repair	Cubic Yard (CY) [Cubic Meter (m ³)]

Paragraph 3. of Subsection 605.06 is void and superseded by the following:

3. a. The 28-day compressive strength of each day's production will be determined from cylinder strength tests for 47B Concrete.
- b. Payment shall be reduced by the amount prescribed in Table 603.03.
- c.(1) For 47B Concrete, the Contractor has the option to take 3 core samples at no additional cost to the Department. The average compressive strength of these cores will be used to determine the actual 28-day compressive strength of each day's production.
 - (2) Cores must be taken within 45 days from the date the concrete was poured.
 - (3) The Engineer shall select the site where the cores will be taken.

Paragraph 3. of Subsection 605.06 is amended to include the following:

- d. The 24-hour compressive strength shall be used to determine pay factor deductions for PR Concrete in accordance with Table 603.03.

**CONCRETE PAVEMENT REPAIR
(NO OVERLAY)
(STA. 91+90 TO STA. 408+71, IN NORFOLK)**

Paragraph 3. of Subsection 605.01 in the Standard Specifications is void and superseded by the following:

Full width pavement panels shall be a minimum of 4 feet (1.2 m) in length.

The first sentence of Paragraph 6.a. of Subsection 605.01 is void and superseded by the following:

When performing this operation on 2-lane roadways, the Contractor will be required to have all lanes open to traffic before sunset and at times when the Contractor is not working.

Paragraph 1. of Subsection 605.02 is amended to include the following:

Repairs will be made with Class 47B-HE concrete when the repair work is done with one lane closed for a minimum of 48 hours.

Repairing the concrete pavement shall be done prior to the diamond grinding operation.

Paragraph 2. of Subsection 605.04 is amended to include the following:

Saw over-cuts shall be kept to a minimum. If saw over-cuts occur, they shall be thoroughly cleaned with compressed air to remove all dust, dirt, loose material and moisture, and sealed with hot pour joint sealant.

The last two sentences of Paragraph 2.b.(1) of Subsection 605.04 are void.

Paragraph 2.b.(1) of Subsection 605.04 is amended to include the following:

- (ii) The dowel bar holes shall be drilled at the same plane \pm 1/8 inch and at the spacing shown in the plans. For skewed transverse joints, the dowel baskets shall be placed parallel to the joint, and the dowel bars shall be parallel to centerline.
- (iii) The tie bar holes can be drilled independently.
- (iv) The drilled holes shall be thoroughly cleaned with compressed air to remove all dust, dirt, loose material and moisture.

Paragraph 2.b.(2) of Subsection 605.04 is void and superseded by the following:

- (2) After cleaning and prior to dowel or tie bar insertion, an application of grout or Grade 3 epoxy shall be made at the back of the hole. The grout or epoxy shall be from the NDR Approved Products List. Twist the dowel or tie bar one full turn during insertion to completely surround it with the grout or epoxy. Retention disks shall be placed on the bars as designated in the plans. The furnishing and installation of dowel and tie bars will not be paid for directly but shall be considered subsidiary to the Concrete Pavement or Joint Repair work being performed.

Paragraphs 5. and 6. of Subsection 605.04 are void and superseded by the following:

- 5. When concrete tie bars in longitudinal joints are damaged during concrete removal, they shall be replaced by the Contractor at no additional cost to the Department with reinforcing bars [No. 5 (16 mm in diameter) bars that are 18 inches (450 mm) in length]. The new tie bars shall be installed into holes drilled in the existing concrete and secured in place with an approved non-shrink grout or epoxy.
- 6. The Contractor shall compact the subgrade or foundation course under full depth patches to the maximum density achievable with equipment approved by the Engineer. Water shall be sprinkled on the subgrade before placing the concrete.

Paragraphs 8.a., b., c. and d. of Subsection 605.04 are void and superseded by the following:

- 8. a. The vertical sides of the smaller (3' x 3' Max.) full depth concrete repairs, which do not require dowel and tie bars, shall be maintained in a dry and clean condition before applying epoxy.
- b. The clean, dry sides shall be coated with Grade 2 Epoxy Adhesive from the NDR Approved Products List, just before placing the new concrete.
- c. The epoxy adhesive shall be applied to the vertical sides of the repair with a brush. Transverse and longitudinal joints and cracks shall not be coated with the epoxy.
- d. The epoxy application rate shall be limited so the epoxy adhesive does not become dry before it is covered with new concrete.

Paragraph 9. of Subsection 605.04 is void.

Paragraph 13. of Subsection 605.04 is void and superseded by the following:

A vibrating screed shall be used on a full depth concrete repair that is 5' or wider to finish the concrete to the final elevation.

Paragraph 14. of Subsection 605.04 is void and superseded by the following:

Immediately after finishing the concrete, it shall be floated with a magnesium bull float. The surface shall be hand tined in accordance with Paragraph 6. d. of Subsection 603.03.

The tining shall be parallel to the existing tining in the concrete pavement. If the surface will be diamond ground, then it shall be given a drag finish with wet burlap, carpet, or canvas in a direction parallel to the traffic flow.

Paragraph 15. of Subsection 605.04 is void and superseded by the following:

- a. The Contractor shall cut joints to match the existing pavement joints. Interior transverse joints shall be established by sawing to a minimum of one-third the actual thickness of the slab and then creating a well as shown in the plans.
- b. The pavement elevation of repair areas shall be corrected in a manner that eliminates swales or bumps. Swales and bumps are defined as having a 1/8 inch or greater deviation using an approved 10 foot straightedge. Correction shall be diamond grinding or replacement. The condition of the adjacent pavement shall be considered when evaluating the 1/8 inch deviation requirement.

Paragraphs 18.c. and 19.a., b., c., d. and e. of Subsection 605.04 are void and superseded by the following:

18. c. The application rate shall be 1 Gal/150 SF (0.2 L /m²).
19. a. Class PR1-3,500 (PR1-25) or PR3-3,500 (PR3-25) Concrete Pavement Repairs shall be covered with polyethylene film and then insulation board or insulated blankets immediately after the curing compound has been applied.
 - b. The insulation board and insulated blankets shall have an R-value (thermal resistance) equal to or greater than 5 ft²-hr-°F/BTU [1.0 m²(°C / W)].
 - c. The insulation board shall be protected from the rain.
 - d. Insulation must have an adequate anchor placed on it to keep the insulation in place.
 - e. Insulation board and sheeting shall be maintained until concrete reaches opening strength.

Paragraphs 19.f. and g. of Subsection 605.04 are void.

Paragraph 20.e. of Subsection 605.04 is void and superseded by the following:

- e. Strength measurements for the opening and the 24-hour pay strengths of the PR1 and PR3 Concrete may be performed using the maturity meter method as provided in NDR C 1074. The maturity curve will be determined by the Materials and Research Division.

Paragraph 21.a. of Subsection 605.04 is void and superseded by the following:

- 21.a. Class 47B-3500 (47B-25) Concrete Pavement Repairs shall not be opened to traffic until the compressive strength reaches 3,500 psi (25 MPa). Table 605.04 is a guide to the minimum time before traffic will be allowed on the new concrete.

Paragraph 21.c. of Subsection 605.04 is void.

Paragraph 23. of Subsection 605.04 is amended to include the following:

- 23. c. All transverse and longitudinal joints surrounding a pavement repair shall be sealed and considered subsidiary to the Pavement Repair work being performed.

The first paragraph of Subsection 605.05 is void and superseded by the following:

The quantity of Pavement Repair is measured in cubic yards (meters) of pavement replaced in each separate lane.

Paragraph 1. of Subsection 605.06 is amended to include the following:

1.	Pay Item	Pay Unit
	Concrete Pavement Repair, Type _____, Full Depth	Cubic Yard (CY) [Cubic Meter (m ³)]

Paragraph 3. of Subsection 605.06 is void and superseded by the following:

- 3. a. The 28-day compressive strength of each day's production will be determined from cylinder strength tests for 47B Concrete.
- b. Payment shall be reduced by the amount prescribed in Table 603.03.
- c.(1) For 47B Concrete, the Contractor has the option to take 3 core samples at no additional cost to the Department. The average compressive strength of these cores will be used to determine the actual 28-day compressive strength of each day's production.
 - (2) Cores must be taken within 45 days from the date the concrete was poured.
 - (3) The Engineer shall select the site where the cores will be taken.

Paragraph 3. of Subsection 605.06 is amended to include the following:

- d. The 24-hour compressive strength shall be used to determine pay factor deductions for PR Concrete in accordance with Table 603.03.

**CONCRETE PAVEMENT REPAIR
(PARTIAL DEPTH REPAIR)
(NO OVERLAY)
STA. 91+90 TO STA. 408+71, IN NORFOLK
STA. 5+10 TO STA. 130+01, ROSALIE SPUR**

The last sentence of Paragraph 4. of Subsection 605.01 in the Standard Specifications is void and superseded by the following:

The minimum depth of removal shall be as shown in the plans.

The first sentence of Paragraph 6.a. of Subsection 605.01 is void and superseded by the following:

When performing this operation on 2-lane roadways, the Contractor will be required to have all lanes open to traffic before sunset and at times when the Contractor is not working.

Paragraph 1. of Subsection 605.02 is amended to include the following:

Repairs will be made with Class 47B-HE Concrete when the repair work is done with one lane closed for a minimum of 48 hours on US-275, Sta. 91+90 to Sta. 408+71, in Norfolk.

Repairing the concrete pavement shall be done prior to the diamond grinding operation on US-275, Sta. 91+90 to Sta. 408+71, in Norfolk.

Paragraph 2. of Subsection 605.04 is amended to include the following:

Saw over-cuts shall be kept to a minimum. If saw over-cuts occur, they shall be thoroughly cleaned with compressed air to remove all dust, dirt, loose material and moisture, and sealed with hot-pour joint sealant.

Paragraphs 5. and 6. of Subsection 605.04 are void.

Paragraphs 8.a., b., c. and d. of Subsection 605.04 are void and superseded by the following:

8. a. The surface of the partial depth concrete repairs shall be free from loose concrete, sand, and other debris and shall be maintained in a dry and clean condition before applying epoxy.
- b. The clean, dry surface shall be coated with Grade 2 Epoxy Adhesive from the NDR Approved Products List, just before placing the new concrete.
- c. The epoxy adhesive shall be applied to the vertical and horizontal faces of the repair with a brush. Transverse and longitudinal joints and cracks shall not be coated with the epoxy.
- d. The epoxy application rate shall be limited so the epoxy adhesive does not become dry before it is covered with new concrete.

Paragraph 15. of Subsection 605.04 is void and superseded by the following:

The Contractor shall re-establish joints to match the existing pavement joints, and create a well as shown in the plans.

For partial depth repairs, longer than 4', a tooled transverse joint shall be placed perpendicular to centerline. The tooled joint/joints shall be located to divide the repair into equal parts, 4' or less in length.

Paragraphs 18.c. and 19.a., b., c., d. and e. of Subsection 605.04 are void and superseded by the following:

- 18. c. The application rate shall be 1 Gal/150 SF (0.2 L /m²).
- 19. a. Class PR1-3,500 (PR1-25) or PR3-3,500 (PR3-25) Concrete Pavement Repairs shall be covered with polyethylene film and then insulation board or insulated blankets immediately after the curing compound has been applied.
 - b. The insulation board and insulated blankets shall have an R-value (thermal resistance) equal to or greater than 5 ft²-hr-°F/BTU [1.0 m² (°C / W)].
 - c. The insulation board shall be protected from the rain.
 - d. Insulation must have an adequate anchor placed on it to keep the insulation in place.
 - e. Insulation board and sheeting shall be maintained until concrete reaches opening strength.

Paragraph 20. e. of Subsection 605.04 is void and superseded by the following:

- e. Strength measurements for the opening and the 24-hour pay strengths of the PR1 and PR3 Concrete may be performed using the maturity meter method as provided in NDR C 1074. The maturity curve will be determined by the Materials and Research Division.

Paragraphs 19.f. and g. of Subsection 605.04 are void.

Paragraph 21.a. of Subsection 605.04 is void and superseded by the following:

- 21. a. Class 47B-3500 (47B-25) Concrete Pavement Repairs shall not be opened to traffic until the compressive strength reaches 3,500 psi (25 MPa). Table 605.04 is a guide to the minimum time before traffic will be allowed on the new concrete.

Paragraph 21.c. of Subsection 605.04 is void.

Paragraph 23. of Subsection 605.04 is amended to include the following:

- 23. c. All transverse and longitudinal joints surrounding a pavement repair shall be sealed and considered subsidiary to the Pavement Repair work being performed.

The first paragraph of Subsection 605.05 is void and superseded by the following:

The quantity of Pavement Repair is measured in cubic yards (meters) of pavement replaced in each separate lane.

Paragraph 1. of Subsection 605.06 is amended to include the following:

1.	Pay Item	Pay Unit
	Concrete Pavement Repair, Type _____, Partial Depth ____	Cubic Yard (CY) [Cubic meter (m ³)]

Paragraph 3. of Subsection 605.06 is void and superseded by the following:

3. a. The 28-day compressive strength of each day's production will be determined from cylinder strength tests for 47B concrete.
- b. Payment shall be reduced by the amount prescribed in Table 603.03.
- c.(1) For 47B Concrete, the Contractor has the option to take 3 core samples at no additional cost to the Department. The average compressive strength of these cores will be used to determine the actual 28-day compressive strength of each day's production.
(2) Cores must be taken within 45 days from the date the concrete was poured.
(3) The Engineer shall select the site where the cores will be taken.

Paragraph 3. of Subsection 605.06 is amended to include the following:

- d. The 24-hour compressive strength shall be used to determine pay factor deductions for PR concrete in accordance with Table 603.03.

**CONCRETE PAVEMENT REPAIR
(6" CONCRETE, NO OVERLAY)
(STA. 5+10 TO STA. 130+01, ROSALIE SPUR)**

Paragraph 3. of Subsection 605.01 in the Standard Specifications is void and superseded by the following:

Full width pavement panels shall be a minimum of 4 feet (1.2 m) in length, or as directed by the Engineer.

The first sentence of Paragraph 6.a. of Subsection 605.01 is void and superseded by the following:

When performing this operation on 2-lane roadways, the Contractor will be required to have all lanes open to traffic before sunset and at times when the Contractor is not working.

Paragraph 2.b. of Subsection 605.04 is void and superseded by the following:

A 1" (\pm 1/4 inch) deep diamond blade saw cut shall be made and the full depth cut approximately 4 inches wide shall be made with a wheel cutter through the repair section. Details of these cuts are shown in the plans. The wheel-type cutter shall be

operated to produce minimum disturbance of the foundation course material, with no encroachment of the cut into the concrete of the adjoining lane.

Paragraph 2. of Subsection 605.04 is amended to include the following:

Saw over-cuts shall be kept to a minimum. If saw over-cuts occur, they shall be thoroughly cleaned with compressed air to remove all dust, dirt, loose material and moisture, and sealed with hot pour joint sealant.

Paragraph 2.c. of Subsection 605.04 is amended to include the following:

If a wheel cutter is not used at existing transverse joints, the edge shall be prepared to a near vertical surface with a 15-pound maximum chipping hammer.

Paragraphs 5. and 6. of Subsection 605.04 are void and superseded by the following:

5. When concrete tie bars in longitudinal joints are damaged during concrete removal, they shall be replaced by the Contractor at no additional cost to the Department with reinforcing bars [No.5 (16 mm in diameter) bars that are 18 inches (450 mm) in length]. The new tie bars shall be installed into holes drilled in the existing concrete and secured in place with an approved non-shrink grout or epoxy.
6. The Contractor shall compact the subgrade or foundation course under full depth patches to the maximum density achievable with equipment approved by the Engineer. Water shall be sprinkled on the subgrade before placing the concrete.

Paragraph 9. of Subsection 605.04 is void.

Paragraph 13. of Subsection 605.04 is void and superseded by the following:

A vibrating screed shall be used on a full depth concrete repair that is 5' or wider to finish the concrete to the final elevation.

Paragraph 14. of Subsection 605.04 is void and superseded by the following:

Immediately after finishing the concrete, it shall be floated with a magnesium bull float. The surface shall be hand tined in accordance with Paragraph 6.d. of Subsection 603.03. The tining shall be parallel to the existing tining in the concrete pavement. If the surface will be diamond ground, then it shall be given a drag finish with wet burlap, carpet, or canvas in a direction parallel to the traffic flow.

Paragraph 15. of Subsection 605.04 is void and superseded by the following:

- a. The Contractor shall cut joints to match the existing pavement joints. Interior transverse joints shall be established by sawing to a minimum of one-third the actual thickness of the slab and then creating a well as shown in the plans.
- b. The pavement elevation of repair areas shall be corrected in a manner that eliminates swales or bumps. Swales and bumps are defined as having a 1/8-inch or greater deviation using an approved 10-foot straightedge. Correction shall be diamond grinding or replacement. The condition of the adjacent

pavement shall be considered when evaluating the 1/8-inch deviation requirement.

Paragraphs 18.c. and 19.a., b., c., d. and e. of Subsection 605.04 are void and superseded by the following:

- 18. c. The application rate shall be 1 Gal/150 SF (0.2 L/m²).
- 19. a. Class PR1-3500 (PR1-25) or PR3-3,500 (PR3-25) Concrete Pavement Repairs shall be covered with polyethylene film and then insulation board or insulated blankets immediately after the curing compound has been applied.
 - b. The insulation board and insulated blankets shall have an R-value (thermal resistance) equal to or greater than 5 ft²-hr-°F/BTU [1.0 m²(°C / W)].
 - c. The insulation board shall be protected from the rain.
 - d. Insulation must have an adequate anchor placed on it to keep the insulation in place.
 - e. Insulation board and sheeting shall be maintained until concrete reaches opening strength.

Paragraph 20.e. of Subsection 605.04 is void and superseded by the following:

- e. Strength measurements for the opening and the 24-hour pay strengths of the PR1 and PR3 concrete may be performed using the maturity meter method as provided in NDR C 1074. The maturity curve will be determined by the Materials and Research Division.

Paragraphs 19.f. and g. of Subsection 605.04 are void.

Paragraph 21.a. of Subsection 605.04 is void and superseded by the following:

- 21. a. Class 47B-3500 (47B-25) Concrete Pavement Repairs shall not be opened to traffic until the compressive strength reaches 3,500 psi (25 MPa). Table 605.04 is a guide to the minimum time before traffic will be allowed on the new concrete.

Paragraph 21.c. of Subsection 605.04 is void.

Paragraph 23 of Subsection 605.04 is amended to include the following:

- 23. c. All transverse and longitudinal joints surrounding a pavement repair shall be sealed and considered subsidiary to the Pavement Repair work being performed.

The first paragraph of Subsection 605.05 is void and superseded by the following:

The quantity of Pavement Repair is measured in cubic yards (meters) of pavement replaced in each separate lane.

Paragraph 1. of Subsection 605.06 is amended to include the following:

1.	Pay Item	Pay Unit
	Concrete Pavement Repair, Type _____, Full Depth 6"	Cubic Yard (CY) [Cubic Meter (m ³)]

Paragraph 3. of Subsection 605.06 is void and superseded by the following:

3. a. The 28-day compressive strength of each day's production will be determined from cylinder strength tests for 47B Concrete.
- b. Payment shall be reduced by the amount prescribed in Table 603.03.
- c.(1) For 47B Concrete, the Contractor has the option to take 3 core samples at no additional cost to the Department. The average compressive strength of these cores will be used to determine the actual 28-day compressive strength of each day's production.
(2) Cores must be taken within 45 days from the date the concrete was poured.
(3) The Engineer shall select the site where the cores will be taken.

Paragraph 3. of Subsection 605.06 is amended to include the following:

- d. The 24-hour compressive strength shall be used to determine pay factor deductions for PR Concrete in accordance with Table 603.03.

**SECTION 611 -- SEALING TRANSVERSE AND
LONGITUDINAL CRACKS
(F-15-0211)**

Section 611 in the *Standard Specifications* is void and superseded by the following:

611.01 -- Description

This work shall consist of preparation and sealing of transverse cracks and longitudinal cracks, which are in the Portland cement concrete roadway, or as shown elsewhere in the Special Provisions.

611.02 -- Material Requirements

The transverse and longitudinal cracks shall be sealed with a hot-poured type crack sealing filler which conforms to the requirements of Section 1014.

611.03 -- Construction Methods

1. Preparation of Transverse and Longitudinal Cracks:
 - a. Transverse and longitudinal cracks 1/4 inch and over in width shall have the crack interfaces prepared by removing old crack sealing filler, if previously sealed. All loose crack sealing filler or other foreign material shall be removed by sandblasting or other methods that provide a clean and dry surface for the full depth of the crack prior to applying the crack sealing filler.
 - b. The location of the transverse and longitudinal cracks to be sealed will be designated by the Engineer.

2. Sealing Transverse and Longitudinal Cracks:
 - a. The crack sealing filler shall be melted uniformly and with constant stirring in an asphalt kettle of such design that direct flames are not applied to the immediate surfaces of the kettle which are in contact with the crack sealing filler.
 - b. The material shall be furnished or prepared in pieces of such size and shape that the material can be melted readily to the proper pouring consistency.
 - c. The Contractor shall obtain from the supplier or from the manufacturer and furnish to the Project Manager the manufacturer's recommendations for mixing application and temperature restrictions. These recommendations shall be strictly followed. In no case shall the temperature exceed the maximum recommended by the manufacturer.
 - d. When proper pouring consistency is attained, the cracks shall be filled as shown in the plans through the use of a pressure type applicator approved by the Engineer, and equipped with a nozzle which will fit into the cracks.
 - e. Material spilled on surfaces of the pavement adjacent to the crack shall be cleaned away by the Contractor at no additional cost to the Department.

611.04 -- Method of Measurement

Sealing transverse and longitudinal cracks will be measured for payment by the linear foot (meter) of transverse and longitudinal cracks sealed, measured to the nearest foot (meter) of sealed cracks, complete, in place and accepted by the Engineer.

611.05 -- Basis of Payment

- | | | |
|----|-----------------------------------|----------------------------------------------------|
| 1. | Pay Item
Sealing Cracks | Pay Unit
Linear Feet (LF)
[Meter (m)] |
|----|-----------------------------------|----------------------------------------------------|
2. When sealant materials comply with the Specification requirement, crack sealing shall be paid for at the contract unit price per linear foot (meter).
 - a. When testing of on-site materials is outside of the specified property ranges, crack sealing shall be paid for at the contract unit price multiplied by the Pay Factor table below.
 - b. If the material is found to be out of specification, the material shall be rejected if not already used.
 - c. If the Pay Factor is less than 1.00 and the material has been incorporated in work which is allowed to remain in place, the pay factor for the material is determined by the table below.

Pay Factor*	Specified Property
1.00	Deviation of up to (+/-) 5.0%
0.95	Deviation of (+/-) 5.1% to 10.0%
0.90	Deviation of (+/-) 10.1% to 15.0%
0.80	Deviation of (+/-) 15.1% to 20.0%
0.70	Deviation of (+/-) 20.1% to 25.0%
0.40 or Reject	Deviation of 25.1% or greater

- * When the specification requirement is stated as a percentage, the test result deviation from the specification will be divided by the specification value. The resulting deviation percentage is then applied according to the above table.
- * When more than one specified property exceeds specification tolerances, the largest pay factor reduction will be applied.
- * Material not meeting a Pass/Fail requirement falls under the Pay Factor of 0.40 or reject.

- d. Material that exhibits unacceptable field application will be rejected and removed from the Approved Products List. Material already used shall be removed and replaced at no cost to the Department.
3. Dispute Resolution – If there is a dispute on NDR testing results, the Contractor must notify the Department in writing within 30 days of being informed of the test results. The Department will select an approved independent laboratory to conduct the required referee testing. Samples for referee testing shall be obtained at the point of delivery. If the independent lab's tests indicate failure results, and pay deductions equal to or greater than the NDR's, the Contractor will reimburse the NDR for the costs of testing. If the independent lab's tests indicate that the material meets specifications, or is at a pay deduction less than the NDR's, the NDR will assume the cost of testing. When the independent lab's tests indicate a pay deduction, the lesser of the NDR's and the independent lab's deductions will be applied.
4. Payment is full compensation for all work prescribed in this Section and all sealant manufacturer's requirements.

FOUNDATION COURSE REPLACEMENT (F-16-0610)

This work shall consist of removing and disposing of damaged foundation course (i.e., bituminous, cement treated, crushed concrete, granular or deteriorated subgrade without foundation course) below the concrete pavement, which excludes the additional 2" with each repair, as shown on the plans, that is removed for joint or pavement repair.

When the Engineer determines that the foundation course needs replacing, the Contractor shall remove and dispose of it and replace it with concrete of the same type used for

the repair. The additional depth of concrete required shall be placed with the joint repair or pavement repair concrete.

Foundation course replacement will be measured by the cubic yard of foundation course removed, and shall be paid for at the contract unit price per cubic yard for the item "Foundation Course Replacement". This price shall be full compensation for removing and disposing of the old foundation course, preparation of the subgrade, furnishing and placing the replacement concrete, and for all labor, equipment, tools and incidentals necessary to complete the work.

PORTLAND CEMENT CONCRETE PAVEMENT SMOOTHNESS (F-23-1112)

Section 602 in the Standard Specifications is void and superseded by the following:

General

1. This specification establishes a standard for Portland cement concrete pavement smoothness, and defines defective pavement smoothness. The intent of the specification is to produce a finished Portland cement concrete pavement driving surface with an International Roughness Index (IRI) no greater than 93 inches per mile.
2. Pavement smoothness will be evaluated as prescribed in this section when the pay item "Portland Cement Concrete Pavement Smoothness" is included in the contract.
3. When the pay item "Portland Cement Concrete Pavement Smoothness" is not included in the contract, the Portland cement concrete pavement shall be evaluated in accordance with Paragraph 9.b. of Subsection 603.03.

Equipment

1. The Contractor shall furnish a non-contact inertial pavement profiler that meets the requirements of ASTM Standard E 950, certified by the manufacturer. The profiler must be approved by the Nebraska Department of Roads as specified in Subsection 602.03.
2. The non-contact profiler may be a lightweight version or a high speed version.
3. The non-contact profiler shall be equipped with a computerized system that will record, analyze, and print the test data. The profiler must also be equipped with a large-footprint height sensor specifically designed for surface profile measurements on textured Portland cement concrete surfaces.
4. The non-contact profiler shall produce a printed pavement profile report. The report shall include the following information.
 - a. Project number
 - b. Test date
 - c. Traffic lane
 - d. Test direction

- e. Test path
- f. Pass number (1 for initial test; 2, 3, etc. for repeat tests)
- g. Operator's name
- h. Project stations
- i. Data filter values
- j. IRI values for each test section
- k. Bump and dip locations for each test section, as determined by California profilograph emulation
- l. California profilograph emulation traces (profilograms) for each test section with correctable bumps or dips

602.03 – Certification and Independent Assurance Testing

1. The Department shall calibrate and certify the Contractor's non-contact profiler annually at a test site established by the Department.
 - a. The non-contact profiler shall be inspected for compliance with general equipment requirements, including data analysis system, guidance system, and overall condition.
 - b. The non-contact profiler shall be calibrated for distance measurement by moving it over the prescribed path of a pre-measured test distance to determine its distance calibration factor.
 - c. The non-contact profiler shall be checked for vertical measurement accuracy by performing the height measurement calibration procedure described in Section 6 of AASHTO Designation PP 49-03, Certification of Inertial Profiling Systems.
 - d. The non-contact profiler shall be checked for overall performance by operating it over the prescribed path of a pre-measured pavement test section at its normal operating speed.
 - e. Distance measurement indicated by the non-contact profiler shall be within 0.2% tolerance of the actual pre-measured test section distance. To ensure accurate distance measurement during test runs, the air pressure of the distance measurement tire must always be maintained at the same level used for calibration.
 - f. The IRI reported by the non-contact profiler for the test section shall be within 10.0% tolerance of the IRI reported by a Nebraska Department of Roads non-contact profiler for the same test section.
 - g. A dated and signed decal will be placed on the non-contact profiler to certify its acceptability for use on Nebraska Department of Roads pavement construction projects. The certification expires one year from its issue date.
2. The Department shall certify the Contractor's non-contact profiler operator at least every 5 years. The operator may be certified by presenting certification from another state highway agency or by completing certification training conducted by the Nebraska Department of Roads.

3. The Department shall schedule and perform Independent Assurance tests for the Contractor's non-contact profilers and operators at least once per construction season. Independent Assurance testing shall be conducted at a randomly selected time on an active construction project. The criteria for the test will be similar to those used for certification.

602.04 – Profile Test Procedures

1. The Contractor shall perform all pavement smoothness specification tests with a Department certified profiler.
2. The Engineer shall furnish a report form to the Contractor identifying all required test sections.
 - a. The pavement surface shall be divided into lane-width segments that end at a bridge, railroad crossing or other designated termini.
 - b. The lane-width segments shall be further divided into individual 528 feet long test sections, in the direction of project stationing. The last test section in a segment is usually shorter than 528 feet.
 - c. If a test section is less than 300 feet long, it shall be combined with the preceding 528 feet long test section for analysis.
3. The Contractor's certified non-contact profiler operator shall perform smoothness specification tests in the Engineer's presence.
4. Smoothness testing shall be performed during normal daylight working hours unless otherwise approved by the Engineer.
5. The non-contact profiler operator shall perform pavement smoothness measurements in the right-hand or left-hand wheel path of all driving lanes, as directed by the Engineer, including climbing and fly-by lanes. The wheel path is the path followed by the right or left wheels of a truck or car traveling in the center of a traffic lane. It is assumed to be 3 feet from the left or right lane lines. In urban areas, where inlet block-outs or manholes are in the right or left hand wheel path, the pavement smoothness measurements shall be made in a location determined by the Engineer.
6. The Contractor shall remove all objects and foreign material from the pavement surface before testing, including any extra run-in or run-out lengths required for the non-contact profiler. Unless adequate traffic and personnel control is provided by the Contractor, the non-contact profiler must not be operated in active construction zones congested with construction equipment or personnel that could result in collision with the profiler.
7. The non-contact profiler operator shall guide the profiler along the specified wheel path of each traffic lane at a constant speed and directional path throughout the length of pavement being tested. The speed of the non-contact profiler must be within the speed range recommended by the manufacturer. Sudden changes in speed or direction during a test run will disqualify that test, and a new test must be performed.

8. A lateral location indicator shall be used to align the non-contact profiler in the required test path during testing. Pavement edges, longitudinal joints, or longitudinal pavement markings may be used as reference lines.
9. Before testing, the non-contact profiler operator shall perform routine check procedures of the measurement system as recommended by the manufacturer. To ensure consistent distance measurement, the operator shall also check and adjust the distance recording wheel tire pressure several times a day.
10. All station references on the non-contact profiler reports shall be actual project stations. Stations shall be accurately noted on any printed profiles at least every 100 feet. The distance measured by the non-contact profiler shall compare within 0.2 percent of the actual distance tested, as determined using project stationing, for all testing and retesting runs. Test runs that do not compare within 0.2 percent will disqualify that test. New tests must be performed for all disqualified tests, following calibration of the distance measuring system.
11. Immediately after completion of the tests, the non-contact profiler operator and the Engineer shall sign any printed reports and profiles to verify their authenticity. The signed prints then become the property of the Department.
12. The Engineer shall perform or schedule verification tests on at least 10 percent of the lane miles of pavement surface, with a non-contact profiler owned by the Department.
13. If the verification test, Independent Assurance tests, or other observations indicate that the Contractor's procedures or results are not acceptable or accurate, the Engineer may do any of the following.
 - a. Require the Contractor to calibrate the non-contact profiler and re-run the tests.
 - b. Disqualify the Contractor's equipment or operator.
 - c. Perform the tests for part, or all, of the project with a non-contact profiler owned by the Department, and charge the Contractor \$500.00 per lane mile for all testing done by the Department.
14. The following areas of pavement shall be excluded from the IRI requirements, unless otherwise specified in the special provisions.
 - a. Pavement on horizontal curves having a centerline radius of curvature of less than 1,000 feet, and pavement within the superelevation transition of such curves.
 - b. Pavement within 50 feet of a transverse joint that separates the pavement from an approach slab to a bridge deck or existing pavement not constructed under the contract.
 - c. Pavement for truck weigh stations or rest areas, acceleration/deceleration lanes, and interchange ramps and loops.
 - d. Pavement within 50 feet of railroad crossings and associated transitions.

- e. Pavement with a posted speed limit of 45 miles per hour or less.
 - f. Mandated blockouts for access at intersections and driveways including 50 feet on either side.
 - g. Pavement that would require handwork by normal industry practices.
 - h. Additional exceptions shown on the summary sheet in the plans.
15. Excluded pavement sections shall be measured for bumps and dips with either a profilograph, non-contact profiler, or a 10-foot straight edge. If the profilograph or non-contact profiler is used, the bump or dip surface deviation shall not exceed 0.30 inch. The deviation of the surface shall not exceed 1/8 inch, if a 10-foot straightedge is used.

602.05 – Evaluation

- 1. The Contractor shall determine the IRI and number of correctable bumps and dips for each test section, record the information on the report form, and provide a copy of the report, along with the corresponding printed reports and profiles, to the Engineer.
 - a. The International Roughness Index (IRI) shall be calculated by the non-contact profiler software using the quarter-car simulation. IRI shall be reported in units of inches per mile.
 - b. Correctable bumps shall be separately identified by the non-contact profiler software in a summary report using the California profilograph emulation. Bumps will appear as high points on the printed profile, and correspond to high points on the pavement surface. Correctable bumps are vertical deviations on the pavement surface that exceed 0.30 inch in height above a base line span of 25 feet.
 - c. Correctable dips shall be separately identified by the non-contact profiler software in a summary report using the California profilograph emulation. Dips will appear as low points on the printed profile, and correspond to low points on the pavement surface. Correctable dips are vertical deviations on the pavement surface that exceed 0.30 inch in depth below a base line span of 25 feet.

602.06 – Pavement Surface Correction

- 1. The Contractor shall locate and perform all required pavement surface corrective work, with the approval of and in the presence of, the Engineer. Corrective work may also be required for any combination of bumps, dips, or other roughness that, in the opinion of the Engineer, produces an objectionable ride. The Contractor may also locate and perform voluntary corrective work as described in Paragraphs 2.b and 2.c of this Subsection.
 - a. Corrective work shall be accomplished by diamond grinding or by removal and replacement, at no cost to the Department.

- b. Diamond grinding equipment used for surface correction shall be power driven, self-propelled units specifically designed to grind and texture pavements. The cutting head shall be at least 36 inches wide and consist of many diamond blades with spacers. The Engineer may approve equipment with a narrower width for irregular and confined areas which will not accommodate larger equipment and for bumps of limited number and area.
 - c. The Contractor shall re-test all corrected test sections with the non-contact profiler.
 2. All bumps and dips, as defined in Subsection 602.05, Paragraphs 1.b and 1.c, shall be corrected until they are at or below the 0.30 inch limit. All dips shall be corrected by diamond grinding on either or both sides of the dip.
 - a. When the initial IRI of a test section is 93 in/mi or less, mandatory bump and dip correction is the only corrective work allowed for that section.
 - b. When the IRI of a test section exceeds 93 in/mi, the Contractor may perform voluntary corrective work in that section, in addition to mandatory bump and dip correction work.
 - c. When the IRI of a test section exceeds 124 in/mi, mandatory corrective work shall be performed to reduce the IRI of that section to a value of 124 in/mi or less. The Contractor may perform voluntary corrective work in that section, in addition to mandatory work.
 - d. Dip correction by diamond grinding shall not reduce the pavement thickness to less than the required plan thickness minus $\frac{1}{4}$ inch.
 3. When pavement removal and replacement is used for correction, the Contractor shall furnish the replacement material and construction at no cost to the Department.
 - a. All replacement material shall meet the original specifications for the material removed.
 - b. Removal and replacement shall be for the full lane width for a distance determined by the Engineer.
 - c. Replacement material must meet the same smoothness requirements as the removed pavement.

602.07 - Traffic Control

1. The Contractor shall provide all traffic control for smoothness testing and corrective work at no cost to the Department.

602.08 – Method of Measurement

1. The unit price of the accepted quantity of Portland cement concrete pavement in each profile test section shall be adjusted according to the schedule in Table 602.01, subject to the limitations in Paragraphs 2, 3 and 4 of this Subsection. Pavement sections excluded from this smoothness specification shall not qualify for incentive pay.

Table 602.01

Payment Adjustment Schedule	
IRI Inches Per Mile	Percent of Contract Prices
0 to 43	106
Greater than 43 to 56	104
Greater than 56 to 68	102
Greater than 68 to 93	100
Greater than 93 to 99	98
Greater than 99 to 105	96
Greater than 105 to 111	94
Greater than 111 to 117	92
Greater than 117 to 124	90
Greater than 124	Corrective work required

2. When the initial IRI of a test section is 93 in/mi or less, that value shall determine the percent of incentive pay for the section, except that any mandatory correction work performed in that section may increase the percent of pay up to the 106 percent level indicated in Table 602.01.
3. When the initial IRI of a test section is greater than 93 in/mi, mandatory or voluntary corrective work performed in that section may increase the percent of pay up to the 100 percent level indicated in Table 602.01.
4. When the initial IRI of a test section is greater than 124 in/mi, mandatory and voluntary corrective work performed in that section may increase the percent of pay up to the 100 percent level indicated in Table 602.01.

602.09 – Basis of Payment

1. The overall pay factor for the accepted quantity of Portland cement concrete pavement in all profile test sections shall be determined according to the formula in Table 602.02.

Table 602.02**Pay Factor Formula**

$$\text{PF} = \frac{A(1.06) + B(1.04) + C(1.02) + D(1.00) + E(0.98) + F(0.96) + G(0.94) + H(0.92) + I(0.90)}{A + B + C + D + E + F + G + H + I}$$

Where:

A = Length of pavement with an IRI of 0 to 43 inches per mile.

B = Length of pavement with an IRI greater than 43 to 56 inches per mile.

C = Length of pavement with an IRI greater than 56 to 68 inches per mile.

D = Length of pavement with an IRI greater than 68 to 93 inches per mile.

E = Length of pavement with an IRI greater than 93 to 99 inches per mile.

F = Length of pavement with an IRI greater than 99 to 105 inches per mile.

G = Length of pavement with an IRI greater than 105 to 111 inches per mile.

H = Length of pavement with an IRI greater than 111 to 117 inches per mile.

I = Length of pavement with an IRI greater than 117 to 124 inches per mile.

2. The work of smoothness testing shall be paid for at the lump sum contract unit price. This price shall be full compensation for all smoothness testing as set forth in this specification.

**SECTION 612 -- SEALING TRANSVERSE AND
LONGITUDINAL JOINTS
(F-24-0211)**

Section 612 in the Standard Specifications is void and superseded by the following:

612.01 -- Description

This work shall consist of the preparation and sealing of all joints in the concrete roadway, or as shown elsewhere in the Special Provisions.

612.02 -- Material Requirements

The transverse and longitudinal joints shall be sealed with joint sealing filler which conforms to the requirements of Section 1014.

612.03 -- Construction Methods

1. Preparation of Transverse Joints
 - a. All joints shall be prepared by removing old joint sealing filler and other foreign material by diamond-blade sawing or other suitable method which will produce similar results. Details of the joints are shown in the plans. If the method of removing the old joint sealing filler creates a slurry, the joint shall be flushed with water to remove the slurry.
 - b. Immediately prior to sealing, the joints shall be sandblasted to remove any loose joint sealing filler and other foreign material remaining in the joint or adhering to internal surfaces of the joint after the initial preparation. The joints shall be dry and clean at the time of sealing.

2. Sealing Joints
 - a. Hot Pour joint sealing filler shall be melted uniformly and with constant stirring in a kettle of such design that direct flames are not applied to the immediate surfaces of the kettle which are in contact with the joint sealing filler.
 - b. Hot Pour joint sealing filler shall be furnished or prepared in place of such size and shape that it can be melted readily to the proper pouring consistency recommended by the manufacturer.
 - c. For any joint sealing filler, the Contractor shall obtain, from the supplier or manufacturer and furnish to the Project Manager, the manufacturer's recommendations for mixing, application and temperature restrictions. These recommendations shall be strictly followed. For hot pour material, in no case shall the sealing filler temperature exceed the maximum recommended by the manufacturer.
 - d. The joints shall be filled as shown in the plans through the use of a pressure type applicator, approved by the Engineer, and equipped with a nozzle which will fit into the joints.
 - e. Material spilled on surfaces of the pavement adjacent to the joint or overfilling the joint will be cleaned away by the Contractor at no additional cost to the Department.

612.04 -- Method of Measurement

Sealing joints will be measured for payment by the linear foot (meter) of joints sealed, measured to the nearest foot (meter) as sealed, complete, in place and accepted by the Engineer.

612.05 -- Basis of Payment

1.	Pay Item Sealing Joints	Pay Unit Linear Foot (LF) [Meter (m)]
----	-----------------------------------	----------------------------------------------------

2. When sealant materials comply with the Specification requirement, joint sealing shall be paid for at the contract unit price per linear foot (meter).
 - a. When testing of on-site materials is outside of the specified property ranges, joint sealing shall be paid for at the contract unit price multiplied by the Pay Factor table below.
 - b. If the material is found to be out of specification, the material shall be rejected if not already used.
 - c. If the pay factor is less than 1.00 and the material has been incorporated in work which is allowed to remain in place, the pay factor for the material is determined by the table below.

Pay Factor*	Specified Property
1.00	Deviation of up to (+/-) 5.0%
0.95	Deviation of (+/-) 5.1% to 10.0%
0.90	Deviation of (+/-) 10.1% to 15.0%
0.80	Deviation of (+/-) 15.1% to 20.0%
0.70	Deviation of (+/-) 20.1% to 25.0%
0.40 or Reject	Deviation of 25.1% or greater

- * When the specification requirement is stated as a percentage, the test result deviation from the specification will be divided by the specification value. The resulting deviation percentage is then applied according to the above table.
- * When more than one specified property exceeds specification tolerances, the largest pay factor reduction will be applied.
- * Material not meeting a Pass/Fail requirement falls under the Pay Factor of 0.40 or reject.

- d. Material that exhibits unacceptable field application will be rejected and removed from the Approved Products List. Material already used shall be removed and replaced at no cost to the Department.
3. Dispute Resolution – If there is a dispute on NDR testing results, the Contractor must notify the Department in writing within 30 days of being informed of the test results. The Department will select an approved independent laboratory to conduct the required referee testing. Samples for referee testing shall be obtained at the point of delivery. If the independent lab's tests indicate failure results, and pay deductions equal to or greater than the NDR's, the Contractor will reimburse the NDR for the costs of testing. If the independent lab's tests indicate that the material meets specifications, or is at a pay deduction less than the NDR's, the NDR will assume the cost of testing. When the independent lab's tests indicate a pay deduction, the lesser of the NDR's and the independent lab's deductions will be applied.
4. Payment is full compensation for all work prescribed in this Section.

**CONCRETE PAVEMENT JOINT REPAIR
(6" CONCRETE, NO OVERLAY)
(STA. 5+10 TO STA. 130+01, ROSALIE SPUR)**

Section 605 in the Standard Specifications is amended to include the following:

Approximately 40 lane joints will require the full depth joint repair.

The first sentence of Paragraph 6.a. of Subsection 605.01 is void and superseded by the following:

When performing this operation on 2-lane roadways, the Contractor will be required to have all lanes open to traffic before sunset and at times when the Contractor is not working.

The last sentence of Paragraph 6.b. of Subsection 605.01 is void and superseded by the following:

The material, installation, maintenance, removal and disposal of these temporary patches will not be measured and paid for directly, but shall be considered subsidiary to the Concrete Joint Repair work being performed.

Paragraph 2. of Subsection 605.04 is amended to include the following:

Saw over-cuts shall be kept to a minimum. If saw over-cuts occur, they shall be thoroughly cleaned with compressed air to remove all dust, dirt, loose material and moisture, and sealed with hot pour joint sealant.

Paragraph 2.b. of Subsection 605.04 is void and superseded by the following:

A 1" ($\pm \frac{1}{4}$ inch) deep diamond blade saw cut shall be made and the full depth cut approximately 4 inches wide shall be made with a wheel cutter through the repair section. Details of these cuts are shown in the plans. The wheel-type cutter shall be operated to produce minimum disturbance of the foundation course material, with no encroachment of the cut into the concrete of the adjoining lane.

Paragraph 2.c. of Subsection 605.04 is amended to include the following:

If a wheel cutter is not used at existing transverse joints, the edge shall be prepared to a near vertical surface with a 15-pound maximum chipping hammer.

Paragraphs 5. and 6. of Subsection 605.04 are void and superseded by the following:

5. When concrete tie bars in longitudinal joints are damaged during concrete removal, they shall be replaced by the Contractor at no additional cost to the Department with reinforcing bars [No. 5 (16 mm in diameter) bars that are 18 inches (450 mm) in length]. The new tie bars shall be installed into holes drilled in the existing concrete and secured in place with an approved non-shrink grout or epoxy.
6. The Contractor shall compact the subgrade or foundation course under full depth patches to the maximum density achievable with equipment approved by the Engineer. Water shall be sprinkled on the subgrade before placing the concrete.

Paragraph 15. of Subsection 605.04 is void and superseded by the following:

The pavement elevation of repair areas shall be corrected in a manner that eliminates swales or bumps. Swales and bumps are defined as having a 1/8 inch or greater deviation using an approved 10 foot straightedge. Correction shall be diamond grinding or replacement. The condition of the adjacent pavement shall be considered when evaluating the 1/8 inch deviation requirement.

Paragraphs 18.c. and 19.a., b., c., d. and e. of Subsection 605.04 are void and superseded by the following:

- 18. c. The application rate shall be 1 Gal/150 SF (0.2 L/m²).
- 19. a. Class PR1-3500 (PR1-25) or PR3-3,500 (PR3-25) Concrete Pavement Joint Repairs shall be covered with polyethylene film and then insulation board or insulated blankets immediately after the curing compound has been applied.
 - b. The insulation board and insulated blankets shall have an R-value (thermal resistance) equal to or greater than 5 ft²-hr-°F/BTU [1.0 m²(°C / W)].
 - c. The insulation board shall be protected from the rain.
 - d. Insulation must have an adequate anchor placed on it to keep the insulation in place.
 - e. Insulation board and sheeting shall be maintained until concrete reaches opening strength.

Paragraphs 19.f. and g. of Subsection 605.04 are void.

Paragraph 20.e. of Subsection 605.04 is void and superseded by the following:

- e. Strength measurements for the opening and the 24-hour pay strengths of the PR1 and PR3 Concrete may be performed using the maturity meter method as provided in NDR C 1074. The maturity curve will be determined by the Materials and Research Division.

Paragraph 21.a. of Subsection 605.04 is void and superseded by the following:

- 21. a. Class 47B-3500 (47B-25) Concrete Pavement Joint Repairs shall not be opened to traffic until the compressive strength reaches 3,500 psi (25 MPa). Table 605.04 is a guide to the minimum time before traffic will be allowed on the new concrete.

Paragraph 21.c. of Subsection 605.04 is void.

Paragraph 23. of Subsection 605.04 is amended to include the following:

- 23. c. All transverse and longitudinal joints surrounding a joint repair shall be sealed and considered subsidiary to the Joint Repair work being performed.

Paragraph 24. of Subsection 605.04 is amended to include the following:

Any time repair is 9 feet (2.8 m) or less, a tooled longitudinal joint shall be placed at the midpoint of the repair. This joint shall be tooled to provide a well 3/8 inch (10 mm) wide and 1/2 inch (12.5 mm) deep at the surface of the concrete, as shown in the plans.

The first paragraph of Subsection 605.05 is void and superseded by the following:

The quantity of Joint Repair is measured in cubic yards (meters) of pavement replaced in each separate lane.

Paragraph 1. of Subsection 605.06 is amended to include the following:

1.	Pay Item	Pay Unit
	Concrete Pavement,	Cubic Yard (CY)
	_____ Joint Repair	[Cubic Meter (m ³)]

Paragraph 3. of Subsection 605.06 is void and superseded by the following:

3. a. The 28-day compressive strength of each day's production will be determined from cylinder strength tests for 47B Concrete.
- b. Payment shall be reduced by the amount prescribed in Table 603.03.
- c.(1) For 47B Concrete, the Contractor has the option to take 3 core samples at no additional cost to the Department. The average compressive strength of these cores will be used to determine the actual 28-day compressive strength of each day's production.
(2) Cores must be taken within 45 days from the date the concrete was poured.
(3) The Engineer shall select the site where the cores will be taken.

Paragraph 3. of Subsection 605.06 is amended to include the following:

- d. The 24-hour compressive strength shall be used to determine pay factor deductions for PR Concrete in accordance with Table 603.03.

CONCRETE CURB REPAIR

This work shall consist of repairing integral curb, as shown on the plans, or as designated by the Engineer. The work shall include removing certain sections of integral curb; disposing of the old concrete, preparation of the repair area, furnishing, placing, finishing and curing concrete in the repair area.

Section 605 in the Standard Specifications is amended to include the following:

Paragraph 3. of Subsection 605.03 is void.

Paragraphs 1.a. and b. of Subsection 605.04 are void and superseded by the following:

The concrete shall be removed from the integral curb repair sites by sawing a minimum of 2 inches in depth with a diamond saw and breaking back the remaining thickness to form vertical edges on the existing concrete. Damage to

adjacent curb or pavement will be repaired as directed by the Engineer. This repair will not be measured and paid for directly but will be considered subsidiary to the Concrete Curb Repair work being performed.

The transverse deformed tie bars shall be installed in accordance with Section 909 in the Standard Specifications except as amended by the following:

Subsection 909.04 is void.

Subsection 909.05 is void and superseded by the following:

The furnishing and installation of the deformed bars will not be measured and paid for directly, but shall be considered subsidiary to the Concrete Curb Repair work being performed.

Paragraph 23.a. of Subsection 605.04 is amended to include the following:

All tooled transverse joints shall be sealed in accordance with Section 603. Random cracks which develop in the new concrete curb repair before traffic is allowed on the pavement shall be routed and sealed. The sealing will not be measured and paid for directly, but shall be considered subsidiary to the Concrete Curb Repair work being performed.

Subsection 605.05 is void and superseded by the following:

The quantity of integral curb repair to be paid for will be the number of linear feet of such work completed, and accepted by the Engineer.

Subsection 605.06 is void and superseded by the following:

The quantity of completed and accepted work measured as provided herein, shall be paid for at the contract unit price per linear feet for the item "Concrete Curb Repair". These prices shall be full compensation for furnishing, preparing, transporting, delivering, and placing all materials; preparing and sealing of joints; and for all labor, equipment, tools and incidentals necessary to complete the work.

CROSS STITCHING

STA. 91+90 TO STA. 408+71, IN NORFOLK

Description

This work shall consist of strengthening the pavement structure by cross stitching the longitudinal cracks and longitudinal joints, as shown in the plans, or designated by the Engineer. The work shall include drilling the holes, placing the new tie bars, and filling the holes with epoxy adhesives. This work shall be done prior to the diamond grinding operation.

Location of Drill Holes

For longitudinal cracks and longitudinal joints the drill holes for the deformed bars shall be placed on alternating sides of the crack and joint at maximum 24 inch centers. A minimum of 2 deformed bars per site shall be placed on the longitudinal cracks and joints.

Equipment

The equipment must be approved by the Engineer. The drill used shall be hydraulic or pneumatic, with vacuum removal of drill dust. The drill shall be mounted in a frame which shall hold the drill at a 35 degree angle. The drill shall not be hand held.

Material

Bars shall be No. 5, deformed, of the length "L" required for the depth of the pavement "T" as shown in the plans. The bars shall conform to the requirements of Section 1020 in the 2007 Standard Specifications.

A Grade 3 Epoxy Adhesive shall be from the approved products list and shall be used in accordance with Section 1018 of the Standard Specifications.

Construction

Cross Stitching Concrete Pavement, as illustrated in the plans shall be accomplished by: (1) drilling a 1 inch diameter hole at a 35 degree angle from the horizontal which intersects the crack or joint at mid point of the slab; (2) the drill hole shall be started at approximately distance "X" from the crack and joint as shown in the table; (3) the hole shall be drilled to a depth "D" indicated in the table; (4) prior to placing the epoxy material, the drill hole shall be cleaned of all drilling dust; (5) the drill hole shall be filled with enough epoxy so that when the bar is placed, the epoxy shall completely cover the bar; (6) the deformed bar of length "L" shown in the table shall be installed in the hole and seated; (7) the hole shall then be filled with epoxy until it is flush with the surface of the concrete pavement.

Method of Measurement and Basis of Payment

The Engineer will measure each deformed bar installed and complete in place. Payment for "Cross Stitching" at the contract unit price will be full compensation for work prescribed in this specification.

DIAMOND GRINDING AND TEXTURING CONCRETE PAVEMENT**Description**

This work shall consist of diamond grinding and texturing the driving lanes of the concrete pavement surface for profile improvement. Grinding shall be day lighted 1.5' to 2' from back of curb, as required to prevent any vertical projection in excess of ¼ inch. The grinding quantities are based on the widths, as shown below. The work shall be done according to the plans and these Special Provisions.

<u>STATION</u>	<u>STATION</u>	<u>LENGTH</u>	<u>WIDTH</u>	<u>SQ. YDS.</u>
US-275, East Bound and West Bound 91+90	408+71	11,763'	25'	66,349.0 *

*The quantity includes the equations and tapering 1' on the right and left turn lanes.

Project Information

The project has 9" and 10" non-reinforced Portland Cement Concrete Pavement to be ground and was constructed in 1996 and 1989. The surface is 25' wide with integral curbs and joint spacings of 16'-6". The joints are not doweled. Data for the original construction projects is shown below and is for informational purposes only; however, the Contractor is responsible for reviewing the project to verify the accuracy of the information.

East Bound and West Bound

Location Norfolk West
 Highway US-275
 Reference Post 72.91 to 74.36
 Station 91+90 to 273+44
 Class of Concrete: 47B (30% Coarse Aggregate)
 Type of Coarse Aggregate: Limestone
 Source of Coarse Aggregate: Kerford, Weeping Water, NE
 Los Angeles Abrasion (% Wear): Avg. B-28

East Bound and West Bound

Location 13th/Omaha Ave, Norfolk
 Highway US-275
 Reference Post 74.36 to 75.15
 Station 273+44 to 408+71
 Class of Concrete: 47B (30% Coarse Aggregate)
 Type of Coarse Aggregate: Limestone
 Source of Coarse Aggregate: Martin Marietta, Weeping Water, NE
 Los Angeles Abrasion (% Wear): Avg. B-26

Equations: Sta. 134+60.46 BK = Sta. 233+78.63 AH
 Sta. 279+00 BK = Sta. 379+00 AH, East Bound Only
 Sta. 373+00 BK = Sta. 273+00 AH, West Bound Only

The minimum, maximum and average joint faulting depths are shown in the following table:

JOINT FAULT DEPTH MEASUREMENTS (INCHES)

East Bound, Passing Lane Location	East Bound, Driving Lane			Min.	Max.	Avg.
	Min.	Max.	Avg.			
US-275 (73.0 to 74.0) Sta. 91+90 to Sta. 243+81	0.01	0.65	0.15	0.03	0.68	0.19
US-275 (74.0 to 75.0) Sta. 243+81 to Sta. 402+59	0.01	0.25	0.10	0.01	0.35	0.13
US-275 (75.0 to 75.15) Sta. 402+59 to Sta. 408+71	0.01	0.20	0.14	0.01	0.15	0.08

West Bound, Passing Lane Location	West Bound, Driving Lane			Min.	Max.	Avg.
	Min.	Max.	Avg.			
US-275 (73.0 to 74.0) Sta. 91+90 to Sta. 243+81	0.05	0.80	0.16	0.05	0.50	0.17
US-275 (74.0 to 75.0) Sta. 243+81 to Sta. 402+59	0.01	0.40	0.12	0.01	0.65	0.20
US-275 (75.0 to 75.15) Sta. 402+59 to Sta. 408+71	0.05	0.20	0.11	0.10	0.22	0.16

Below are the proportions for 47B Concrete Pavement:

Class Of Concrete	Sacks of Cement per Cu.Yd. (Fixed)	Type of Concrete	Lbs. Total Agg. per Sack of Cement		Ratio Coarse Agg. to Total Agg. (Percent)	Type of Coarse Aggregate
			Min.	Max.		
47B	6.0	Air-Entrained	480	520	30±3	Limestone

Equipment

Grinding and texturing shall be done utilizing diamond blades mounted on self-propelled machines designed for grinding and texturing pavements. The cutting head shall be at least 36 inches wide and consist of many diamond blades with spacers. The equipment shall be such that it will not cause strain or damage to the underlying surface of the pavement. Equipment that causes excessive raveling, aggregate fractures, spalls, or disturbance of transverse or longitudinal joints will not be permitted.

Diamond Grindings

Caution shall be used when diamond grinding at locations listed below:

Sta. 108+07	West Bound, Middle of Driving Lane, water valve
Sta. 403+23	East Bound, Driving Lane, outside edge, manhole

Grinding shall be done in the longitudinal direction so that grinding begins and ends at lines normal to the pavement centerline within one ground area, but not necessarily at the end of each shift or of a working day.

Grinding for profile improvement shall be continuous, within the area designated on the plans. All grinding shall be to full pavement width and shall include at least 90% of the pavement surface within any 100-foot length of pavement.

Grinding shall leave no vertical projection in excess of ¼ inch on any longitudinal line and at either edge of the Portland Cement Concrete Pavement.

This work shall be done only with one lane closed, as shown in the plans. All lanes shall be open during the day and at times when the Contractor is not diamond grinding or performing other work.

All slurry resulting from the grinding operations shall be collected and disposed of in accordance with the Nebraska Department of Environmental Quality General NPDES Permit Number NEG500000.

Concrete Pavement Repair, Joint Repair and Cross Stitching shall be completed in an area before the grinding operation.

Smoothness

The ground and textured pavement will be considered acceptable provided the maximum profile index does not exceed 12 inches per mile in any individual 0.10 mile of each vehicle lane, when tested with the California Type Profilograph using a 0.1 inch blanking band.

Method of Measurement

The quantity of grinding and texturing concrete pavement to be paid for shall be measured in square yards to the nearest 1.0 square yard, completed and accepted by the Engineer.

Basis of Payment

The quantity of completed and accepted work, measured as provided herein, shall be paid for at the contract unit price per square yard for the item "Diamond Grinding and Texturing Concrete Pavement". This price shall be full compensation for furnishing all materials, equipment, labor, supplies, tools and incidentals necessary to complete the work

SEALING TRANSVERSE AND LONGITUDINAL CRACKS

This work shall consist of the preparation and sealing of the transverse cracks and longitudinal cracks, which are in the Portland Cement Concrete roadway at the following locations:

US-275, Sta. 91+90 to Sta. 408+71, In Norfolk
S-87B, Sta. 5+35 to Sta. 130+01, Rosalie Spur

SEALING TRANSVERSE AND LONGITUDINAL JOINTS

This work shall consist of the preparation and sealing of all joints in the concrete roadway, including turn lanes in Norfolk, at the following locations:

US-275, Sta. 91+90 to Sta. 408+71, In Norfolk
S-87B, Sta. 5+35 to Sta. 130+01, Rosalie Spur

Transverse and longitudinal joints shall be filled with hot pour joint sealant.

"Sealing Concrete Repair Joint" shall be measured by the linear foot and is for those existing repairs that do not abut transverse and longitudinal joints. The work "Sealing Concrete Repair Joints" that abut existing transverse and longitudinal joints is included in the quantity of "Sealing Joints", as shown in the plans.

**PORTLAND CEMENT CONCRETE
(J-15-0214)**

Paragraph 1. of Subsection 1002.02 in the Standard Specifications is amended to include the following:

Concrete mixes will be in accordance of Table 1002.02.

Paragraph 3. of Subsection 1002.02 is void and superseded by the following:

3. Type IP and IT Interground/Blended cement shall be used for all classes of concrete except for pavement repair. Type IP and IT Interground/Blended cement shall meet all requirements of ASTM C 595. Pavement repair shall include Type I/II Portland Cement for Class PR1 Concrete and Type III Portland Cement shall be used in Class PR3 Concrete.

Tables 1002.02 and 1002.03 in Subsection 1002.02 are void and superseded by the following:

ENGLISH
TABLE 1002.02

Class of Concrete (1)	Base Cement Type	Total Cementitious Materials Min. lb/cy	Total Aggregate		Air Content % Min.-Max. (2)	Water/Cement Ratio Max. (3)	Required Strength Min. psi
			Min. lb/cy	Max. lb/cy			
47B**	IP/IT*	564	2850	3150	6.5 - 9.0	0.48	3500
47B***		564	2850	3150	6.0 - 8.5	0.48	3500
47BD		658	2500	3000	6.0 - 8.5	0.42	4000
47B-HE		752	2500	3000	6.0 - 8.5	0.40	3500
BX ₍₄₎		564	2850	3150	6.0 - 8.5	0.48	3500
PR1	I/II	752	2500	2950	6.0 - 8.5	0.36	3500
PR3	III	799	2500	2950	6.0 - 8.5	0.45	3500
SF ₍₅₎	I/II	589	2850	3200	6.0 - 8.5	0.36	4000

- (1) Each class of concrete shall identify the minimum strength requirement, per plans and specifications.
All classes of concrete shall be air-entrained and a water-reducing admixture shall be used per manufacture's recommendations.
- Class R Combined Aggregate shall use a mid-range water reducer admixture. The dosage shall be at the manufacture's recommendation and the Engineer may approve a low-range water reducer admixture.
- A slump test shall be performed to check for consistency and/or workability. Any increase in slump must be pre-approved by the Engineer.
- (2) As determined by ASTM C 138 or ASTM C 231.
FOR INFORMATION ONLY. The Contractor may develop a Quality Control Program to check the quantity of air content on any given project; such as, checking the air content behind the paver.
- (3) The Contractor is responsible to adjust the water/cement ratio so that the concrete supplied achieves the required compressive strength without exceeding the maximum water/cement ratio. The minimum water/cement ratio for any slip form concrete pavement is 0.38, unless the Contractor obtains written approval from the Engineer prior to any placement on the project. The Contractor may request approval from the Engineer in writing to change the water/cement ratio to 0.36.
- (4) For temporary surfacing, Type I/II cement is allowed.
- (5) Minimum Portland Cement shall be 564 lbs/cyds and the total Silica Fume added shall be 25 lbs/cyds.
- (*) Refer to Subsection 1004.02 for material characteristics.
Lithium Nitrate may be used in place of Supplemental Cementitious Materials (SCMs), see Section 1007 of the Standard Specifications as modified in these Special Provisions.
- (**) For slip form applications.
- (***) For hand-pours and substructures applications.

Table 1002.03	
Table of Acceptable Concrete Class Substitutions	
Class Specified	Acceptable Class for Substitution
BX	47B, 47BD or 47B-HE
47B	47BD or 47B-HE

Paragraphs 5., 6., 7., 8., 9. and 10. of Subsection 1002.02 are void and superseded by the following:

5. Class PR1 and PR3 Concrete:
 - a. The calcium chloride for use in PR concrete shall be either:
 - (1) A commercially prepared solution with a concentration of approximately 32 percent by weight.
 - (2) A Contractor prepared solution made by dissolving 4.5 pounds of Grade 2 or 6.2 pounds of Grade 1 calcium chloride per gallon of water to provide a solution of approximately 32 percent by weight.
 - b. The 7.4 pounds of water in each gallon of solution shall be considered part of the total water per batch of concrete.
 - c. The calcium chloride solution shall be added, just prior to placement, at a rate of 0.375 gallons/100 pounds of cement (1.4 lb. calcium chloride per 100 lb. cement).
 - d. Class A, Flaked or Pellet Calcium Chloride shall be added at a rate not to exceed 2.0 percent of the weight of the cement for Grade 1, or 1.6 percent of the weight of the cement for Grade 2. Grade 1 Calcium Chloride purity is between 70 and 90 percent and Grade 2 Calcium Chloride is between 91 and 100 percent.
 - e. Where mixing trucks are used:
 - (1) For Class PR3 Concrete, calcium chloride shall be thoroughly mixed into the concrete before placement. The minimum mixing time is 2 minutes.
 - (2) For Class PR1 Concrete, calcium chloride shall be added first and then the concrete mixed at least 2 minutes or as required by manufacturer. Next, the Type F high range water-reducer admixture is added and the concrete is mixed an additional 5 minutes.
6. Class High Early (47B-HE) Concrete
 - a. High Early (47B-HE) strength concrete shall be cured as prescribed in Subsection 603.03, Paragraph 7. The Contractor shall take necessary curing measures so the required strength is achieved.
 - b. High Early concrete shall achieve a compressive strength of 3,500 psi at 48 hours after placement.

- c. The 48-hour compressive strengths shall be used to determine pay factor deductions for high early concrete in accordance with Table 603.03.
 - d. A non-calcium chloride accelerator shall be used when the ambient temperature at the time of the placement of concrete is 70°F or less.
 - e. When requested by the Contractor, the maturity method, as provided in NDR C 1074, may be used in lieu of the requirements of Subsection 603.03, Paragraphs 11.c. and d. to determine the strength of concrete pavement for the purpose of early opening to traffic and acceptance. Requests by the Contractor for use of the maturity method shall be on a project basis and shall be made in writing to the Engineer.
7. The yield of the concrete proportions shall be determined and adjusted by the Producer.
8. All Classes of Concrete with the exception of PR1 and PR3 shall have a Durability Factor not less than 70 and a mass loss not greater than five percent after 300 freeze/thaw cycles when tested in accordance with ASTM C 666. The freeze/thaw testing shall be conducted according to Procedure A.

Paragraphs 1. & 2. of Subsection 1002.03 are void and superseded by the following:

1. The Contractor shall identify the plant that will supply the concrete 14 days before use and be entirely responsible for its calibration, batching of concrete, aggregate and sampling of cement per NDR Sampling Guide.
- a. The Contractor shall be responsible for the following:
 - 1) Batching concrete.
 - 2) Contractor shall sample aggregate from the conveyor belt or stockpile. Gradations from a split sample shall be tested in accordance to Section 1033 and reported to the Engineer at the frequency required by the Materials Sampling Guide.
 - i. Contractor shall retain possession of the split samples on-site at the Contractor's facility until such a time as determined by the Engineer.
 - a. At the pre-construction meeting:
 - 1) Contractor shall determine the location of testing and report the names of the technician performing the sampling and testing.
 - 2) Engineer will notify the Contractor of the retrieval of the split samples.
 - ii. The Contractor shall immediately seal the split sample after splitting and before testing has begun. The cloth sample bag shall be supplied by the Department.
 - iii. The sampling splitting and placement of the security seal of aggregate samples shall be witnessed by certified Department personnel.

- iv. Contractor shall secure the split sample using a consecutively numbered security seal of 75 pounds breaking strength provided by the Department. The Contractor shall use the consecutively numbered security seals to identify and track each Aggregate Class. Samples that are not consecutively numbered will be investigated for custody of the sample and the Engineer may cease production until it is determined what action will be required.
 - a. The Contractor shall report the security seal tracking number with the split sample gradation.
 - b. The following training shall be required for personnel who oversee the batching of the concrete:
 - 1) Concrete Technician Personnel
 - i. Concrete Plant Technician
 - 2) Portland Cement Sampler
 - i. NDR Portland Cement Sampler
- 2. Portland Cement Concrete shall be supplied by certified Ready Mix Plants that are in compliance with the requirements in the *Quality Control Manual*, Section 3, -- Certification of Ready Mixed Concrete Production Facilities published by the National Ready Mixed Concrete Association. Refer to NDR Material Sampling Guide for the policy on stationary and portable plants.

Paragraph 4. of Subsection 1002.03 is void and superseded by the following:

- 4. a. Mix times shall meet the requirements of ASTM C 94. Mixing time tests shall be repeated whenever the concrete appearance indicates that mixing was inadequate.
- b. Batch plants that are transporting the concrete in non-agitating trucks, the mixing time will not be less than 60 seconds, and for agitating trucks, the mixing time will not be less than 45 seconds.
- c. The Certification of stationary and portable ready mix plants will conform to the tests that are required in the NDR Materials Sampling Guide.

Paragraph 6. of Subsection 1002.03 is void and superseded by the following:

- 6. Batch tickets shall be prepared as prescribed in the National Ready Mixed Concrete Association's *Quality Control Manual*. The Contractor shall keep all gradations and batch tickets until final acceptance by the Department. Projects that have less than 200 cubic yards of concrete placed will be allowed to have hand written tickets. For projects greater than 200 cubic yards, hand written tickets will be at the Engineer's discretion. The concrete batch tickets shall show batch weights, aggregate moisture, admixtures used, water, and mix design calculations. A copy of the batch ticket shall be given to the Engineer upon delivery of concrete.

Paragraph 8. of Subsection 1002.03 is void and superseded by the following:

8. Coarse aggregate and aggregate from a dry pit shall be uniformly saturated with water before it is used. The wetting shall begin 24 hours prior to the concrete mixing to allow complete saturation.

Subsection 1002.04 is void and superseded by the following:

1. Class 47B Concrete Mix Design Submittal:
 - a. The Contractor shall submit the Concrete Mix Design Worksheet consisting of design mix proportions, testing of mix design from a minimum of 4 cubic yards and aggregate data for 47B class of concrete being placed on the project.
 - (1) All testing must be performed by a qualified laboratory found on the NDR's Material and Research website, under the *Nebraska Qualified Consultant & LPA Laboratories* and submitted to the Engineer.
 - (2) The Concrete Mix Design shall be submitted to the Engineer 4 weeks prior to any concrete being placed on the project.
 - (3) The Concrete Mix Design shall not be paid for directly by the Department and shall be subsidiary to items which direct payment is made.
 - (4) Concrete shall not be placed on the project before the Concrete Mix Design Worksheet has been reviewed and approved by the Engineer.
 - b. The Contractor shall submit the Concrete Mix Design Worksheet to the Engineer. Email submissions are preferred but will be accepted by fax or postal mail.
 - (1) Contractor's Mix Design Worksheet can be found on the Materials and Research website. The submitted Mix Design Worksheet shall include the following:
 - Contractor Name
 - Project Number
 - Date
 - Location of ready mix or central mix plant
 - Date submitted
 - Signature of Contractor representative
 - (2) Material Source Information.
 - Cement Manufacturer
 - Type of Intergrated/Blended Cement
 - Type of Admixtures
 - Aggregate Pit and Quarry location
 - (3) Specific Gravity of each individual aggregate source.

- (4) Sand Equivalent for dry pit sand-gravel aggregate.
- (5) Combined Aggregate percent passing as described on Table 1033.03C.
- (6) Contractor's Target combined aggregate gradation percent passing.
 - (i) The Contractor's required worksheet can be found on the Materials and Research website.
- (7) Testing of Mix Design:

The mix design shall show the weights of all ingredients including Interground/Blended cements, aggregates, water, admixtures types and water cement ratio.

- Temperature of concrete at time of sampling, ASTM C 1064.
- The air content of plastic concrete, ASTM C 231.
- Weight per cubic foot, Yield, ASTM C 138. The relative Yield shall be a minimum of 97%.
- Compressive strength shall be performed with a minimum of three averaged specimens at 7-day and 28-day, ASTM C 39. The minimum 28-day compressive strength shall be 3500 psi.

- (8) Mixes as define with IP(25) cement, 70 percent Class B Aggregate and 30 percent Class E Aggregate may be exempt from the concrete testing described in Paragraph 1.(b)(7). All other requirements shall be included in the Concrete Mix Design Report.

- c. The PCC Engineer will notify the Contractor of the mix design approval for Class 47B Concrete. Approval of the mix design does not alleviate the Contractor of the responsibility of the in-place concrete. The Contractor may adjust admixtures, water cement ratio, vibrator frequency, etc., as needed in accordance to the specifications.
 - d. The Contractor shall submit a new concrete mix design worksheet meeting the above requirements when a change occurs in the source, type, or proportions of cements or aggregates; unless otherwise approved by the Engineer.
2. The quantity of water to be used shall be determined by the Contractor. It shall not be varied without the Engineer's consent.
 3. If the concrete mixture is excessively wet causing segregation, excessive bleeding, excessively dry or any other undesirable condition, the concrete shall

be rejected. At the option of the Engineer, slump tests may be performed to determine the consistency.

4. Concrete which has developed initial set before it is consolidated and finished shall be rejected.
5.
 - a. If false set is encountered, the batching operation shall be stopped until the problem is resolved.
 - b. Each batch must be mixed or agitated for at least 3 additional minutes after observing the false set and the concrete must be of satisfactory consistency.
6. Compressive strength tests shall be made in accordance with ASTM C 39.
7. Concrete shall be sampled as prescribed in the NDR *Materials Sampling Guide*. Samples shall be taken at the point of placement, never before the discharge from the last conveyance.
8. Aggregate Acceptance, Verification, Sampling and Testing:
 - a. The aggregate will be accepted based on the Contractor's testing results except as noted below.
 - b. The aggregate verification sampling and testing by the Department will be randomly selected and tested according to subplot sizes in Table 1002.05.

Table 1002.05

Aggregate Class	Lot	Sublot
E and F	3000 tons	1000 tons
A,B and C	6000 tons	2000 tons
R	3000 tons	1000 tons

- c. The results of Contractor split sample will be verified by the Department's verification tests. Any samples outside of the tolerances as specified according to the Materials Sampling Guide, Section 28 under the *Acceptable Tolerance Limits for Independent Assurance* will result in an Independent Assurance (IA) review of testing and may result in the Department test results being applied.
 - d. On any given Lot, if the results of the gradation from the verification test are within Department's specification, the Contractor's results will be used for the entire lot. On any given Lot, if the gradations results from the verification test are outside Department's specification, further investigation will be initiated by the Engineer for that subplot. Any or all of the remaining Department subplot samples may be tested and the Department subplot test results may be applied to the respective subplot and the acceptance will apply.

- e. When verification tests are within testing tolerance but results show a consistent pattern of deviation from the split sample results, the Engineer will exercise one or more of the following:
 - Cease production.
 - Request additional verification testing.
 - Initiate a complete IA review.

- f. Independent Assurance (IA) Review of Testing:
 - 1) The Contractor shall allow the Department personnel access to the Contractors' laboratory to conduct IA review of the technician testing procedures and apparatus. Any deficiencies discovered in the Contractor's testing procedures will be reported to the Contractor and corrected by the Contractor.

 - 2) During the IA review, the Department personnel and the Contractor shall split a sample for the purpose of IA testing. The samples selected will be tested in the Department's Branch Laboratory. Any IA test results found to be outside of defined testing tolerances as stated in Paragraph 8.c. of Subsection 1002.04 will be reported to the Contractor. The Contractor shall immediately correct any deficiencies found during the IA review.

 - 3) If the project personnel and the Contractor cannot reach agreement on the accuracy of the test results, the Department Central Laboratory will be asked to resolve the dispute, which will be final. All dispute resolutions will be in accordance with the Quality Assurance Program requirements in the NDR's Materials Sampling Guide.

**PORTLAND AND INTERGROUND/BLENDED CEMENT
(J-15-0214)**

Section 1004 in the Standard Specifications is void and superseded by the following:

1004.01 – Description

- 1. Portland cement is the binder in concrete, locking the aggregate into a solid structure. It is manufactured from Lime, Silica, and Alumina (with a small amount of plaster of Gypsum).

- 2. Equivalent alkali referred to herein is hereby defined as the sum of the Sodium Oxide (Na_2O) and the Potassium Oxide (K_2O) calculated as Equivalent Alkali $\text{Na}_2\text{O}_e = \text{Na}_2\text{O} + 0.658 \text{K}_2\text{O}$.

- 3. Interground and Blended cements consist of intimate and uniform intergrinding or blending of Portland cement clinker, Slag cement, Pozzolan and/or Limestone.

1004.02 – Material Characteristics

1. Type I, Type II, Type I/II and Type III Portland cement shall conform to the requirements in ASTM C 150 with the following additional requirements:
 - a. Portland cement shall not contain more than 0.60 percent equivalent alkali.
 - b. Processing additions may be used in the manufacture of the cement, provided such materials have been shown to meet the requirements of ASTM C 465 and the total amount does not exceed 1 percent of the weight of Portland cement clinker.
2. Interground and Blended Cement shall conform to the requirements in ASTM C 595 with the following additional requirements:
 - a. Interground/Blended cement (Type IP)
 - (1) For Type IP(25) shall be composed of Class F fly ash or Class N pozzolan replacement shall be $25\% \pm 2\%$.
 - (2) For Type IP(20) shall be composed of Class F fly ash or Class N pozzolan replacement shall be $20\% + 2\%$.
 - b. Interground/Blended cement (Type IT)
 - (1) For SCMs, Slag cement and Limestone, the maximum replacement by weight shall be 40%. The manufacturer has a production tolerance of $\pm 2\%$ from the proposed replacement.
 - (2) For Slag Cement, the maximum replacement shall be 20% or less when incorporated into the final Interground/Blended cement.
 - (3) For Limestone cement, the replacement range shall be from 5.1% to 10.0% when incorporated into the final Interground/Blended cement.
 - c. No additional SCMs, Slag cement and Limestone will be added at the batch plant.

1004.03 – Procedures

1. The Contractor shall provide adequate protection for the Portland and Interground/Blended cement against dampness.
 - a. Portland and Interground/Blended cement shall be hauled or stored in railroad cars, dry bulk trailers or in suitable moisture-proof buildings.
 - b. The use of tarpaulins for the protection of the Portland and Interground/Blended cement against moisture will not be allowed.
2. No Portland and Interground/Blended cement which has become caked or lumpy shall be used.
3. Portland and Interground/Blended cement which has been spilled shall not be used.

4. Accepted Portland and Interground/Blended cement which has been held in storage at the concrete mix plant more than 90 days shall be retested.
5. Portland and Interground/Blended cement coming directly from the manufacturer shall not be used until the temperature is 150°F or less.
6. Portland cement having false set when tested in accordance with in ASTM C 150 will not be used.

1004.04 – Acceptance Requirements

1. For Department projects, Portland and Interground/Blended cements must be on the NDR Approved Product List (APL).
2. The Contractor shall submit any new Portland and Interground/Blended cements to the Engineer to be approved for the APL with the following:
 - a. Material source information:
 - 1) Mill Location
 - 2) Type of Portland and Interground/Blended cements
 - 3) Grinding Period
 - 4) Associated Manufacture Product Name
 - 5) Provide source and type of each SCMs and/or Slag Cement used for final product.
 - (i) The Department will allow the use of ASTM C 1697.
 - a. When two or more SCMs and/or Slag Cement are pre-blended, the Contractor shall report chemical composition analysis of the final blend.
 - b. The final blend shall be reported as per ASTM C 1697, Paragraph 4.
 - 6) Portland cement shall conform to ASTM C 150.
 - 7) Interground/blended cements shall conform to ASTM C 595.
 - 8) Provide total cementitious materials replacement per ASTM C 595.
 - 9) Report test results per ASTM C 1567 at 28-days.
3. Alkali Silica Reaction Requirements and Testing:
 - a. Interground/Blended cement shall be tested according to the provisions of ASTM C 1567.
 - (1) The mortar bars shall be composed of Type IP or IT Interground/blended cement and sand and gravel from an approved Platte River Valley-Saunders County source.

- i. When Elkhorn River-Madison County source or an out of state aggregate source and type IP(20) or IT cement is being used on a project, the Elkhorn River or an out of state aggregate source shall be used in lieu of the Platte River Valley-Saunders County source.
 - ii. When Contractor proposes a change of aggregate source, then the new aggregate source shall be tested by ASTM C 1567.
 - (2) The mortar bars for the ASTM C 1567 shall not exceed 0.10% expansion at 28 days.
 - i. To accommodate precision within multi-laboratory testing, expansion up to and including 0.13% will be accepted for use. If the expansion is above 0.13%, the material is noncompliant. If tolerance problems are not corrected within 30 days following notification, the Interground/blended cement in question will be removed from the NDR's APL.
4. Portland and Interground/Blended cements will be placed on NDR's APL based on the conformance with the NDR's Acceptance Policy Portland and Interground/Blended Cements.

1004.05 - Sampling and Testing Requirements

1. All Portland and Interground/Blended cements shall be sampled and tested at the rate as described in the NDR's Materials Sampling Guide.
 - a. The Department will inform the Contractor when a sample is required.
 - b. A sample shall be taken by a Contractor's Certified Portland Cement Sampler and must be under the supervision of Department certified personnel.
 - c. The sample shall be taken at the plant from a bulk shipment of a rail car, dry bulk trailer, batch plant silo or from the line between the bulk truck and the silo. Upon sampling, the Department will take immediate custody of the sample.
 - d. When Elkhorn River aggregate- Madison County source or an out of state aggregate source and type IP(20) or IT cement is being used on a project, the Elkhorn River or an out of state aggregate source shall be used in lieu of the Platte River Valley aggregate source.
2. Noncompliant material from the mill, terminal or project will be temporarily removed from the Approved Products List pending further investigation.
3. If the noncompliant Portland or Interground/Blended cement is removed from the Approval Products List, all shipments from the supplier will be held until the investigation of the failing samples have been completed by the NDR Materials and Research Division. These procedures shall be in accordance with this provision.

WATER FOR CONCRETE (J-15-0214)

Section 1005 in the Standard Specifications is void and superseded by the following:

1005.01 – Description

1. Water shall be free from objectionable quantities of oil, acid, alkali, salt, organic matter, or other deleterious materials and shall not be used until the source of supply has been approved.
2. Wash water from the mixer washout may be used only with the Engineer's approval. Use of wash water will be discontinued if undesirable reaction with admixtures or aggregates occurs.

1005.02 – Material Characteristics

1. Water which contains more than 0.25 percent total solids by weight shall not be used.
2. When required by the Engineer, the quality of mixing water shall be determined by NDR C 114, NDR T 290, NDR D 512, NDR C 1602, ASTM C 31, ASTM C 109, ASTM C 191, and ASTM C 1603.
3. Upon written request by the concrete producer and approval by Materials and Research, the concrete producer may utilize up to 10% wash water for batching all classes of concrete with the following conditions:
 - a. Wash water shall conform to the requirements in NDR's Material Sampling Guide under Policy for Certification of Ready Mix Plants.
 - b. Wash water must be clarified wash water that has been passed through a settling pond system.
 - c. Wash water must be scalped off of a settling basin that has been undisturbed for a minimum of 12 hours.
 - d. Wash water must be metered into each load.
 - e. Wash water quantities shall be shown on the batch ticket.

CALCIUM CHLORIDE (J-15-0214)

Section 1006 of the Standard Specifications is void and superseded by the following:

1006.01 – Description

Calcium Chloride shall be Type S (Solid) or Type L (Liquid). Calcium Chloride can be used for; but not limited to, dust control and acceleration of the set of concrete.

1006.02 – Material Characteristics

The requirements for calcium chloride shall be tested in accordance with ASTM D 98.

1006.03 – Acceptance Requirements

Acceptance shall be based on requirements contained in the NDR Materials Sampling Guide.

**SECTION 1007 -- CHEMICAL ADMIXTURES
(J-15-0214)**

Section 1007 in the Standard Specifications is void and superseded by the following:

1007.01 -- Description

1. Admixtures are materials added to Portland cement concrete to change characteristics such as workability, strength, permeability, freezing point, and curing.
2. The Department's concrete admixture types are:
 - a. Type A - Water-Reducing Admixture - An admixture that reduces the quantity of mixing water required to produce concrete of a given slump.
 - b. Type B - Retarding Admixture - An admixture that slows the setting of concrete.
 - c. Type C - Accelerating Admixture - An admixture that speeds the setting and early strength development of concrete.
 - d. Type D - Water-Reducing and Retarding Admixture - An admixture that reduces the quantity of mixing water required to produce concrete of a given slump and slows the setting of concrete.
 - e. Type E - Water-Reducing and Accelerating Admixture - An admixture that reduces the quantity of mixing water required to produce concrete of a given slump and speeds the setting and early strength development of concrete.
 - f. Type F - Water-Reducing, High Range Admixture - An admixture that reduces the quantity of mixing water required to produce concrete of a given slump by 12 percent or greater.
 - g. Type G - Water-Reducing, High Range and Retarding Admixture - An admixture that reduces the quantity of mixing water required to produce concrete of a given slump by 12 percent or greater and slows the setting of concrete.
 - h. Air-Entraining - An admixture that encapsulates air in the concrete.
 - i. Lithium Nitrate – An admixture used to control the Akali Silica Reaction (ASR) in concrete.

1007.02 -- Material Characteristics

1. Type A through G admixtures shall meet the requirements in ASTM C 494.
2. Air-entraining admixtures shall meet the requirements in ASTM C 260.
3. Use of admixtures other than those cited may be requested by the Contractor.
4. Admixtures shall not contain more than 1 percent of chlorides calculated as calcium chloride unless specified otherwise in the Specification.
5. Admixtures shall be used at the manufacturer's recommended dosage rates.
6. The air-entraining admixture characteristics shall produce concrete with satisfactory workability and total air content as prescribed in Table 1002.02.
7.
 - a. When using the Lithium Nitrate admixture, the Contractor shall submit to the Engineer:
 - (i) A five pound sample of Portland cement that will be used on the project.
 - (ii) The Manufacturer's method for determining the recommendation for the required dose rate based on the equivalent alkali content.
 - (iii) Water content of the Lithium Nitrate admixture solution.
 - b. The Engineer will report the equivalent alkali content to the Contractor. The Contractor shall use the reported equivalent alkali content to determine the required dose rate based on the manufacturer's recommendation.

1007.03 -- Procedures

1. The process for adding admixtures to a ready mix truck on the project site involves positioning the load of concrete up to the truck chute, stopping short of discharge.
 - a. The admixture is then poured over the surface of the concrete and mixed for at least 5 minutes.
 - b. No more than 1.3 gallons of water shall be used to rinse the admixture from the fins and top chute. This water must be shown on the proportioning report and shall not exceed the water cement ratio.
 - c. When Lithium Nitrate is used, the portion of the admixture that is water will be shown on the proportioning report and shall not exceed the water cement ratio.
 - d. The Contractor is responsible for the addition of the admixture.
2.
 - a. If the air content is less than the minimum specified, addition of air-entraining admixtures is allowed.
 - b. The Contractor shall take measures based on manufacturer's recommendations, that are within compliance of NDR Specifications, to bring the load of concrete into NDR prescribed limits according to Table 1002.02.
 - c. If the air content is then outside the limits in Table 1002.02, the load of concrete shall be rejected.

1007.04 -- Acceptance Requirements

1. a. Approved chemical admixtures are shown on the NDR Approved Products List.
- b. Admixture approval shall be based upon annual certifications and certified test results submitted to the NDR Materials and Research Division.
2. The admixture must be essentially identical in concentration, composition, and performance to the admixture tested for certification.
3. Admixtures not identified on the NDR Approved Products List may be used under the following conditions:
 - a. A certificate of compliance and certified test results must be submitted to the NDR Materials and Research Division and approval for use must be given by the NDR Materials and Research Division.

**SILICA FUME
(J-15-0307)**

Paragraph 2 of Subsection 1009.03 in the Standard Specifications is void and superseded by the following:

2. Silica fume shall be protected from temperatures in excess of 90°F (32°C).

**LIQUID MEMBRANE-FORMING COMPOUNDS FOR CURING CONCRETE
(J-15-0307)**

Subsection 1012.03 in the Standard Specifications is void and superseded by the following:

1012.03 – Acceptance Requirements

1. All curing compounds to be approved must be from the current calendar year with no carry-over from the previous years.
2. Approved compounds are on the NDR Approved Products List.
3. Products not on the NDR Approved Products List shall be sampled and tested in accordance with requirements of the NDR Materials Sampling Guide.

BITUMINOUS LIQUID COMPOUNDS FOR CURING CONCRETE (J-15-1007)

Section 1013 in the Standard Specifications is void and superseded by the following:

1013.01 – Description

The compound shall consist essentially of an asphaltic base and shall be of a consistency suitable for spraying at temperatures existing at the time of construction operations. It shall form a continuous, uniform film. It shall be free of precipitated matter caused by conditions of storage or temperature. The compounds shall be relatively nontoxic.

1013.02 – Material Characteristics

- a. When tested in accordance with AASHTO T 155, the loss of water shall not be more than 0.11 lb/ft² (0.55 kg/m²) of surface area at 3 days, unless otherwise specified by the Engineer.
- b. The Contractor has the option of using bituminous tack coat. The tack coat shall conform to all requirements of Section 504.

1013.03 – Acceptance Requirements

Products shall be sampled and tested in accordance with requirements of the NDR Materials Sampling Guide.

JOINT AND CRACK SEALING FILLER (J-15-0813)

Section 1014 in the Standard Specifications is void and superseded by the following:

1014.01 – Description

Joint sealing filler shall be either a cold applied silicone product or an asphalt product (hot pour) conforming to the requirements of this Section. The type of joint filler to be used shall be as specified in the plans or special provisions. If not specified, any of the joint sealing fillers in this Section may be used.

Crack sealing filler shall be a hot pour sealer conforming to the requirements of this Section.

1014.02 -- Material Characteristics

1. NE-3405 and NE-3405LM (hot pour)
 - a. NE-3405 joint and crack sealer shall conform to the requirements of ASTM D6690, Type II. The material shall conform to the requirements of Table 1 with the following exception:
 - (i) The test of Bond, non-immersed, ASTM D5329, 3 specimens through 3 cycles shall be run at 0°F (-18°C), 100% extension.

- b. NE-3405LM (Low Modulus) joint and crack sealer shall conform to the requirements of ASTM D6690, Type IV. The material shall conform to the requirements of Table 1.
- c. The test of Bond, non-immersed, ASTM-D5329, will be tested on concrete blocks that will be constructed by the NDR Concrete Laboratory. The concrete blocks will be made of a 47B concrete mixture as prescribed in Section 1002 in the NDR Standard Specifications. The design is amended so that no fly ash is used in the mixture. All other specifications for Portland Cement Concrete apply.
- d. Sample conditioning, preparation and heating shall be in accordance with ASTM D 5167 with the following exceptions:
 - (i) The following sentence of Section 8.1.2, "Also, if present, remove container liner by cutting it away", is void and superseded by the following:

"Also, if present, as much of the polyethylene bag as possible, shall be removed by cutting it away. Wholly-meltable type container in contact with the sample section shall be left in place."
 - (ii) The last sentence of Section 8.1.2 "Solid Materials" is void and superseded by the following:

The entire vertical section which has been cut, shall be placed into the pot for melting.
 - (iii) The Section of 8.2.2.1 "Solid Materials" is void.
 - (iv) The Section of 8.2.3 is void and superseded by the following:

After the solid segment is added to the melter, the material shall be allowed to minimally melt to a uniform viscous state suitable for the installation of the stirrer or paddle. The sample shall then be stirred for one full hour. The oil bath temperature shall be regulated to bring the material to the maximum heating temperature within the one hour of stirring.
 - (v) The Section of 8.2.4.1 is void and superseded by the following:

During the one full hour of stirring, check the temperature of the material at maximum 15 minute intervals using a Type K thermocouple with the calibration verified in accordance with Section 6.1.7 to ensure conformance with specified temperature requirements. Stop the mechanical stirrer when measuring temperatures. If material temperatures ever exceed the maximum heating temperature, or ever drop below the minimum application temperature after the maximum heating temperature was reached, discard the sample and re-do the heating. Maintain appropriate records of times and temperatures to verify conformance with specification requirements.
 - (vi) The Section of 8.2.4.2 is void.

- e. ASTM D 5329 shall include the following changes:
- (i) Sections 6.4 and 12.4 “Specimen Preparation” shall have the reference of “177 ml (6 oz.)” replaced with “3 oz.”
 - (ii) Section 6 “Cone Penetration, Non-Immersed” shall be superseded with the following exceptions:
 - 1. Section 6.5 “Procedure” is void and superseded by the following:

Place the specimen in a water bath maintained at 77 +/- 0.2°F (25 +/- 0.1°C) for two hours immediately before testing. Remove the specimen from the bath and dry the surface by shaking gently to remove free water from the surface of the specimen. Using the apparatus described in Section 6.3, make one determination at or near the center of the specimen. Take care to ensure the cone point is placed on a point in the specimen that is representative of the material itself, and is free of dust, water, bubbles, or other foreign material.
 - 2. Section 6.6 “Report” is void and superseded by the following:

Record the value as penetration of the specimen in dmm units.
 - (iii) Section 12 “Resilience” shall be superseded with the following exceptions:
 - 1. Section 12.5 “Procedure”, void the sentence “Make determinations at three points equally spaced from each other and less than 13mm (½ inch) from the container rim” and supersede with the sentence “Make one determination at or near the center of the tin.”
 - 2. Section 12.6 “Report” is void.

2. Silicone Joint Sealer (cold applied)
 - a. Silicone joint sealers may be either self-leveling or non-sag and shall meet the requirements in Table 1014.01.

Table 1014.01

Silicone Joint Sealer Requirement		
Property	Requirement	Test
As supplied:		
Specific Gravity	1.010-1.515	ASTM D792
Work Time, minimum	10 minutes	
Tack-Free, at 25°C	20-360 minutes	
Cure Time, at 25°C, maximum	14 days	
Full Adhesion, maximum	21 days	
As cured, at 25°C + 1.5		
Elongation, minimum	800%	ASTM D412
Durometer		
Non-Sag, Shore A	10-25	ASTM D2240
Self-Leveling, Shore 00, minimum	40	ASTM D2240
Joint Movement Capacity	+100% to -50%	ASTM C719
Tensile Stress, at 150%	45 psi	ASTM D412
Elongation		

1014.03 -- Packaging

1. NE-3405 and NE-3405LM
 - a. The joint and crack sealer can be packaged in either cardboard box or wholly-meltable type containers.
 - (i) Cardboard box containers shall be manufactured from double wall kraft board producing a minimum bursting test certification of 350 PSI (241 N/cm²) and using water-resistant adhesives. The use of metal staples or fasteners of any kind will be prohibited for closing the lids of the boxes. Tape or other like material is acceptable.
 - a. The joint and crack sealer shall be in meltable [300°F (149°C)] polyethylene bag(s).
 - (ii) Wholly-meltable type containers, and any of their components, shall be fully meltable and integrational with the joint and crack sealer by the time the manufacturer's minimum application temperature is reached.
 - a. The wholly-melted and integrated container must not adversely affect the test specifications of the joint and crack sealer.
2. Silicone Joint Sealer
 - a. Each container shall include information regarding manufacturer and product name.

1014.04 -- Acceptance Requirements

1. NE-3405 and NE-3405LM

- a. Acceptance of the manufactured material is based on pre-approval by either on or off-site sampling. Acceptable hot pour sealant lots are listed on the NDR Approved Products List.
 - (i) NDR on-site field sampling shall be in accordance with the NDR Materials Sampling Guide.
 - (ii) Off-site (Proxy) sampling shall be in accordance with ASTM D 6690.
 - 1. Proxy sampling shall be overseen by an outside party approved by the NDR, preferably another DOT Agency. Proxy samples shall include a manufacturer's Certificate of Compliance. Proxy samples shall also include a dated signature of origin by the Representative that is not affiliated with the manufacturer, and can either be on the Certificate of Compliance, or separate letter.
 - 2. For convenience in both sampling and shipping samples, sample containers smaller than a manufacturer's usual production containers are allowed, as long as the sample is 1500 grams min.
 - 3. Samples shall be sent to the NDR Bituminous Laboratory, or alternatively, sent to an NDR-approved independent laboratory for testing which will be at no cost to the Department. If a NDR-approved independent laboratory will be used for testing purposes, the NDR Bituminous Laboratory must be notified so that NDR concrete blocks for Bond testing can be sent to it.
- 2. Silicone Joint Sealer
 - a. Acceptance of applied silicone joint sealers shall be in accordance with the NDR *Materials Sampling Guide*.
 - b. Acceptable silicone joint sealer manufacturer products are listed on the NDR Approved Products List.
 - (i) For products that are not listed, approval may be based upon test results from an independent laboratory submitted to the NDR Concrete Materials Section by the manufacturer, and testing by the NDR. Approval must be made prior to product use.

**EPOXY COMPOUNDS AND ADHESIVES
(J-15-0308)**

Section 1018 in the Standard Specifications is void and superseded by the following:

1018.01 – Description

This specification provides requirements for two-component, epoxy-resin bonding systems for use in non-load bearing applications and resin adhesives for application to Portland cement concrete.

1018.02 – Material Characteristics

1. Epoxy-resin bonding systems shall conform to the requirements of ASTM C 881. Approved systems are shown on the NDR Approved Products List.
2. The classification of Epoxy-Resin Bonding Systems is as follows:
 - a. Type I For use in non-load bearing applications for bonding hardened concrete and other material to hardened concrete.
 - Type II For use in non-load bearing applications for bonding freshly mixed concrete to hardened concrete.
 - Type III For use in bonding skid resistant materials to hardened concrete, and as a binder in epoxy mortars or epoxy concretes.
 - b. Grade 1 Low viscosity.
 - Grade 2 Medium viscosity.
 - Grade 3 Non-sagging consistency.
 - c. Class A For use below 40°F (4°C); the lowest allowable temperature to be defined by the manufacturer of the product.
 - Class B For use between 40°F and 60°F (4°C and 15°C).
 - Class C For use above 60°F (15°C); the highest allowable temperature to be defined by the manufacturer of the product.
 - Class D For use between 40°F and 65°F (4°C and 18° C).
 - Class E For use between 60°F and 80°F (15°C and 26°C).
 - Class F For use between 75°F and 90°F (24°C and 32°C).

1018.03 – Procedures

1. The compounds shall be of the type and grade specified in the plans or as directed by the Engineer.
2. The class of the compounds shall be selected for use according to climatic conditions at the time of application.
3. All bonding surfaces shall be clean and free of all oil, dirt, grease, or any other materials which would prevent bonding.
4. Mixing and application shall be in strict accordance with the manufacturer's instructions.

1018.04 – Acceptance Requirements

1. Epoxy-resin bonding systems and resin adhesives approved for use are shown on the NDR Approved Products List.
2. Epoxy-resin bonding systems that are not on the NDR Approved Products List may be accepted based on a manufacturer's certificate of compliance.

DEFORMED METAL CENTER JOINT AND METAL KEYWAY (J-15-0307)

Paragraph 1 a. of Subsection 1027.01 in the Standard Specifications is void and superseded by the following:

a. **Metal Center Joint:**

Metal center joint sections shall be manufactured from sheets no less than 18 gauge [0.05 inch (1.3 mm)] thick and shall be of the size and trapezoidal shape shown in the plans. The sections shall be punched along the centerline of the narrow face of the trapezoid to admit the tie bars required by the plans and also at intervals of not greater than 2 feet (600 mm) to receive pins that are driven vertically into the subgrade to support the metal center joint.

AGGREGATES (J-15-0214)

Subsection 1033.01 is amended to include the following paragraphs and Subsection 1033.02, Paragraphs 1 and 3. of the Standard Specifications is void and superseded by the following:

1033.01 – Description

This combined aggregate gradation using Class R aggregate is to optimize aggregate blends utilizing more locally available materials.

Achieving a uniform gradation for Class R may require the use of two or more different aggregates. It is the responsibility of the contractor to consider additional material characteristics; such as, but not limited to particle shape, cubicity, angularity, etc., when designing a mix.

1033.02 -- Material Characteristics

1. Sampling and Testing Procedures:

All materials shall be sampled and tested in accordance with Table 1033.01. All material source locations and quarries must be approved by the Department for prior to use.

Table 1033.01

Sampling and Testing Procedures	
Procedure	Method
Sampling	NDR T 2
Sieve Analysis	NDR T 27
Clay Lumps, Shale, and Soft Particles	NDR T 504
Abrasion	AASHTO T 96
Freeze and Thaw Soundness	NDR T 103
Specific Gravity and Absorption (course aggregate)	AASHTO T 85
Specific Gravity and Absorption (fine aggregate)	AASHTO T 84
Total Evaporable Moisture Content of Aggregates by Drying	AASHTO T 255
Plastic Fines in Graded Aggregates and Soils by Use of the Sand Equivalent Test	AASHTO T 176
Sodium Sulfate Soundness	AASHTO T 104
Calcium Carbonate	NDR C 25
Organic Impurities	AASHTO T 21
Mortar-Making Properties	AASHTO T 71
Reducing Field Samples of Aggregate to Testing Size	AASHTO T 248

2. **Portland Cement Concrete Aggregates:**

a. **Sand-Gravel Aggregate:**

- (1) Aggregate shall be washed and composed of clean, hard, durable and uncoated particles.
- (2) Aggregates produced from wet pits by pumping must be adequately washed by means approved by the Department.
- (3) Aggregates from dry pits shall be adequately washed by means approved by the Department and have a Sand Equivalent value not less than 90 in accordance with AASTHO T 176.
 - (i) If the Sand Equivalent is less than 90, the Engineer may elect to stop aggregate production until such a time ASTM C 109 has been completed. The aggregate, when subjected to the test for mortar-making properties, shall produce a mortar having a compressive strength at the age of 7 days equal to or greater than that developed by mortar of the same proportions and consistency made of the same cement and aggregate after the aggregate has been washed to a sand equivalent greater than 90. Materials failing to produce equal or greater strength shall be unacceptable.
- (4) Aggregate for concrete shall have a soundness loss of not more than 10% by weight at the end of 5 cycles using Sodium Sulfate Soundness test AASHTO T 104.
- (5) The weight of the aggregate shall not contain more than 0.5% clay lumps.

- (6) Aggregate subjected to the colorimetric test for organic impurities which produces a color darker than the standard shall be further tested for its mortar-making properties in accordance with AASHTO T 71. The Engineer may elect to stop aggregate production until such a time AASHTO T 71 testing has been completed.
 - (i) Aggregate, when subjected to the test for mortar-making properties, shall produce a mortar having a compressive strength at the age of 7 days equal to or greater than that developed by mortar of the same proportions and consistency made of the same cement and aggregate after the aggregate has been treated in a 3% solution of sodium hydroxide. Materials failing to produce equal or greater strength shall be unacceptable, except when determined to be acceptable under the provisions of Subsection 105.03.
- (7) Aggregate shall meet the requirement in Tables 1033.02A, 1033.02B and 1033.03C.

Table 1033.02A

AGGREGATE SPECIFICATION RANGE	Class	Percentage Max Min	Percent Passing									
			1 1/2"	1"	3/4"	1/2"	3/8"	No.4	No.10	No.20	No.30	No.200
			Class A	--	--	--	--	100	100	90	--	40
Class B	--	100	--	--	--	97	70	--	40	3		
Class C	--	100	--	--	--	88	50	--	20	3		
						44	24	--	4	0		

Table 1033.02B

Aggregate Classes and Uses	
Aggregate Class	Concrete Description
A	Overlay Concrete SF
B	47BD, PR 1 and PR 3
C	BX

b. Ledge Rock Aggregate:

- (1) Aggregate shall consist of Limestone, Quartzite, Dolomite, Gravel and Granite composed of clean, hard, durable, and uncoated particles.
- (2) The percent of clay lumps, shale, or soft particles shall not exceed the following amounts:

Clay Lumps	0.5%
Shale	1.0%
Soft Particles	3.5%

- (3) Any combination of clay lumps, shale, and soft particles shall not exceed 3.5%.
- (4) Aggregate for concrete shall be free of coatings that will inhibit bond and free of injurious quantities of loam, alkali, organic matter, thin or laminated pieces, chert, or other deleterious substances as determined by the Engineer.

- (5) Aggregate for concrete shall not have a soundness loss greater than 8.0% by weight at the completion of 16 cycles of alternate freezing and thawing.
- (6) Aggregates for concrete shall have a Los Angeles Abrasion loss percentage of not more than 40.
- (7) All fractions passing the No.4 sieve shall meet quality requirement of soundness loss of not more than 10% by weight at the end of 5 cycles using sodium sulfate solution.
- (8) The ledge rock shall be tested according to ASTM C 1260.
 - (a) The mortar bars for the ASTM C 1260 shall not exceed 0.10% expansion at 28 days.
 - (i) If the proposed ledge rock exceeds 0.10% expansion at 28 days, the ledge rock shall be tested in accordance to ASTM C 1567. If the expansion is greater than 0.10%, the ledge aggregate shall not be used.
 - a. The ASTM C 1567 mortar bars shall be composed of Type IP or IT Interground/blended cement and the proposed Ledge Rock aggregate.
 - b. To accommodate precision within multi-laboratory testing, expansion up to and including 0.13% will be accepted for use. If the expansion is above 0.13%, the material is noncompliant.
- (9) Aggregate shall meet the requirements in Tables 1033.03A, B, and C.

Table 1033.03A

AGGREGATE SPECIFICATION RANGE	Class	Percent	Percent Passing									
			1 1/2"	1"	3/4"	1/2"	3/8"	No.4	No.10	No.20	No.30	No.200
AGGREGATE SPECIFICATION RANGE	Class E	Max		1009	90	--	45	12	--	*4	--	3
		Min	100	2	66	--	15	0	--	0	--	0
	Class F	Max	--	--	100	100	90	30	8	--	--	3
		Min	--	--	100	96	40	4	0	--	--	0

*If the No. 200 sieve is less than 1.5% passing the No.20 sieve could be increased to maximum of 6% passing.

Table 1033.03B

Aggregate Classes and Uses	
Aggregate Class	Concrete Description
E	47BD, PR 1, and PR 3
F	Overlay Concrete SF

c. Combined Aggregates:

- (1) The Contractor shall design and meet the specification requirements. It is the Contractor's responsibility to provide desirable mix properties; such as, but not limited to, workability, resistance to segregation, stable air void system, good finishing properties and good consolidation properties.

- (2) The combined blended aggregate shall meet the requirement in Table 1033.03C and 1033.03D.

Table 1033.03C

Class R - Combined Aggregate Gradation Limits (Percent Passing)									
Sieve Size	1 ½ inch	1 inch	¾ inch	No.4	No.8	No.16	No.30	No. 50	No.200
Max	100	100	98.0	65.0	48.0	41.0	30.0	8.0	3.0
Min	-	92.0	85.0	45.0	31.0	17.0	8.0	2.0	0

Table 1033.03D

Aggregate Classes and Uses	
Aggregate Class	Concrete Description
R	47B and 47B-HE

d. Aggregate Production and Testing:

- (1) Any change greater than 3% in the original verified constituent percentage of the combined aggregates gradation will be considered non-compliant. Any change of the combined gradation targets must remain within the Combined Aggregate Gradation Limits in Table 1033.03C. The Contractor shall resubmit a new mix design if the material is deemed non-compliant in accordance with Subsection 1002.04, Paragraph 1.
- (2) The blended gradation tolerance ranges from the approved mix design are established in Table 1033.03E.
- (i) The Contractor shall assume the responsibility to cease operations when the specifications are not met. Production shall not be started again without the approval of the Engineer.

Table 1033.03E Blended Aggregate Production Tolerances

Sieve Size	Tolerances
No. 4 or greater	+ 5%
No. 8 to No. 30	+ 4%
No. 50	+ 3%
Minus No. 200	+ 1%

- (3) Ledge rock and aggregate from a dry pit shall be uniformly saturated with water before it is used. The wetting shall begin 24 hours before concrete mixing to allow complete saturation.

**DOWEL BARS
(J-15-0812)**

Paragraph 1.c. of Subsection 1022.01 in the Standard Specifications is void and superseded by the following:

1. c. Both Type A and Type B coated dowel bars shall be coated with a bond breaker shown on the NDR Approved Products List, dipped in asphalt or paraffin, or greased in accordance with the specified requirements as shown in the Standard Plans.

**EPOXY COATED REINFORCING STEEL
(J-15-0509)**

Paragraph 5. of Subsection 1021.03 in the Standard Specifications is void and superseded by the following:

5. In order to protect the coated reinforcement from damage, the Contractor shall use padded or nonmetallic slings and padded straps. Bundled bars shall be handled in a manner which will prevent excessive sagging of bars which will damage the coating. If circumstances require storing coated steel reinforcing bars outdoors for more than two months, protective storage measures shall be implemented to protect the material from sunlight, salt spray and weather exposure. Coated steel reinforcing bars, whether individual bars or bundles of bars, or both, shall be covered with opaque polyethylene sheeting or other suitable opaque protective material. For stacked bundles, the protective covering shall be draped around the perimeter of the stack. The covering shall be secured adequately, and allow for air circulation around the bars to minimize condensation under the covering. Coated steel reinforcing bars, whether individual bars or bundles of bars, or both, shall be stored off the ground on protective cribbing. The bundled bars shall not be dropped or dragged. If, in the opinion of the Engineer, the coated bars have been extensively damaged, the material will be rejected. The Contractor may propose, for the approval of the Engineer, alternate precautionary measures.

**PROPOSAL GUARANTY
(A-40-0307)**

As an evidence of good faith in submitting a bid for this work, the bidder shall indicate the type of bid bond applied to this project in accordance with the Proposal Guaranty Bid Bond Section of these Special Provisions.

* * * * *

305INFFEB14

INDEX

AGGREGATES	110
BITUMINOUS LIQUID COMPOUNDS FOR CURING CONCRETE	104
BNSF INDEMNITY PROVISION	32
BNSF RAILWAY COMPANY	22
BNSF RAILWAY SPECIAL PROVISIONS FOR PROJECTS FOR HIGHWAY IMPROVEMENTS	22
BORROW, WASTE, STOCKPILE, AND PLANT SITE APPROVAL	18
BUY AMERICA	17
CALCIUM CHLORIDE	100
CONCRETE CURB REPAIR	82
CONCRETE PAVEMENT JOINT REPAIR (6" CONCRETE, NO OVERLAY)	80
(NO OVERLAY)	55
CONCRETE PAVEMENT REPAIR (6" CONCRETE, NO OVERLAY)	64
(NO OVERLAY)	58
(PARTIAL DEPTH REPAIR) (NO OVERLAY)	62
CONSTRUCTION DETAILS	37
CONSTRUCTION METHODS	39
CONSTRUCTION STORMWATER MANAGEMENT CONTROL	37
CONTRACT TIME ALLOWANCE	14
CROSS STITCHING STA. 91+90 TO STA. 408+71, IN NORFOLK	83
DEFORMED METAL CENTER JOINT AND METAL KEYWAY	110
DIAMOND GRINDING AND TEXTURING CONCRETE PAVEMENT	84
DOWEL BARS	114
ELECTRONIC SHOP DRAWINGS	21
ENVIRONMENTAL COMMITMENT	8
ENVIRONMENTAL COMMITMENT DOCUMENT	40
ENVIRONMENTAL COMMITMENT DOCUMENT ENFORCEMENT	42
EPOXY COATED REINFORCING STEEL	115
EPOXY COMPOUNDS AND ADHESIVES	108
FOUNDATION COURSE REPLACEMENT	69
GENERAL CONDITIONS	6
JOINT AND CRACK SEALING FILLER	104
LEGAL RELATIONS AND RESPONSIBILITY TO THE PUBLIC	13
LIABILITY INSURANCE	34
LIMITATION OF OPERATIONS	38
LIQUID MEMBRANE-FORMING COMPOUNDS FOR CURING CONCRETE	103
PARTIAL PAYMENT	15, 16
PERCENTAGE OF COST OF WORK WITHIN RAILROAD RIGHT-OF-WAY	33
RAILROAD PROTECTIVE POLICY DATA SHEET	33

PORTLAND AND INTERGROUND/BLENDED CEMENT	96
PORTLAND CEMENT CONCRETE.....	88
PORTLAND CEMENT CONCRETE PAVEMENT SMOOTHNESS	70
PROPOSAL GUARANTY	115
PROPOSAL GUARANTY BID BOND.....	12
REQUIRED SUBCONTRACTOR/SUPPLIER QUOTATIONS LIST	11
SEALING TRANSVERSE AND LONGITUDINAL CRACKS	87
SEALING TRANSVERSE AND LONGITUDINAL JOINTS.....	87
SECTION 1007 -- CHEMICAL ADMIXTURES.....	101
SECTION 611 -- SEALING TRANSVERSE AND LONGITUDINAL CRACKS.....	67
SECTION 612 -- SEALING TRANSVERSE AND LONGITUDINAL JOINTS	77
SHOP PLANS.....	13
SILICA FUME	103
SPECIAL PROSECUTION AND PROGRESS	
(Federal Immigration Verification System)	13
(General Requirements).....	7
(Migratory Birds)	9
(Subletting or Assigning of Contract)	19
STATUS OF RIGHT OF WAY	7
STATUS OF UTILITIES.....	6
STORM WATER DISCHARGES	11
TEMPORARY TRAFFIC CONTROL DEVICES	
(Type II Barricades, Reflectorized Drums, 42" (1070 mm) Reflective Cones, and	
Vertical Panels).....	46
TEMPORARY TRAFFIC CONTROL FOR PERMANENT PAVEMENT MARKING	47
TEMPORARY WATER POLLUTION CONTROL	37
TRIBAL EMPLOYMENT RIGHTS OFFICE (TERO) TAX	8
TYPE B HIGH INTENSITY WARNING LIGHTS.....	46
VALUE ENGINEERING PROPOSALS (VEP)	12
WATER FOR CONCRETE	100
WET REFLECTIVE POLYUREA PAVEMENT MARKING, GROOVED	48
WORK ZONE TRAFFIC CONTROL SIGNS	47
WORKER VISIBILITY	12

NEBRASKA DEPARTMENT OF ROADS

PAGE: 1
DATE: 12/23/13

SCHEDULE OF ITEMS

CONTRACT ID: 3120

PROJECT(S): RD-275-5(1033)

CALL ORDER NO. : 305

LINE NO	ITEM DESCRIPTION	APPROX. QUANTITY AND UNITS	UNIT PRICE		BID AMOUNT	
			DOLLARS	CTS	DOLLARS	CTS
SECTION 0001 GROUP 8 SPECIALTY						
0001	0001.08 BARRICADE, TYPE II	12400.000 BDAY	0.50000		6200.00	
0002	0001.10 BARRICADE, TYPE III	145.000 BDAY	.		.	
0003	0001.75 TEMPORARY SIGN DAY	496.000 EACH	.		.	
0004	0001.90 SIGN DAY	3697.000 EACH	.		.	
0005	0002.97 FLASHING ARROW PANEL	104.000 DAY	.		.	
0006	0003.10 FLAGGING	42.000 DAY	.		.	
0007	0003.20 FURNISHING AND OPERATING PILOT VEHICLE	16.000 DAY	.		.	
0008	0030.80 MOBILIZATION	LUMP	LUMP		.	
0009	3008.20 CROSS STITCHING	1078.000 EACH	.		.	
0010	3010.42 CONCRETE CURB REPAIR	81.000 LF	.		.	

NEBRASKA DEPARTMENT OF ROADS

PAGE: 2
DATE: 12/23/13

SCHEDULE OF ITEMS

CONTRACT ID: 3120

PROJECT(S): RD-275-5(1033)

CALL ORDER NO. : 305

LINE NO	ITEM DESCRIPTION	APPROX. QUANTITY AND UNITS	UNIT PRICE		BID AMOUNT	
			DOLLARS	CTS	DOLLARS	CTS
0011	3039.11 CONCRETE PAVEMENT REPAIR, TYPE A, FULL DEPTH	20.920 CY	.		.	
0012	3039.12 CONCRETE PAVEMENT REPAIR, TYPE B, FULL DEPTH	77.610 CY	.		.	
0013	3039.13 CONCRETE PAVEMENT REPAIR, TYPE C, FULL DEPTH	150.900 CY	.		.	
0014	3039.14 CONCRETE PAVEMENT REPAIR, TYPE A, PARTIAL DEPTH	12.760 CY	.		.	
0015	3039.17 CONCRETE PAVEMENT REPAIR, TYPE A, PARTIAL DEPTH, 6"	5.110 CY	.		.	
0016	3039.20 CONCRETE PAVEMENT REPAIR, TYPE A, FULL DEPTH, 6"	15.240 CY	.		.	
0017	3039.21 CONCRETE PAVEMENT REPAIR, TYPE B, FULL DEPTH, 6"	130.910 CY	.		.	
0018	3039.22 CONCRETE PAVEMENT REPAIR, TYPE C, FULL DEPTH, 6"	732.390 CY	.		.	
0019	3210.10 DIAMOND GRINDING AND TEXTURING CONCRETE PAVEMENT	66349.000 SY	.		.	
0020	3211.25 SEALING CRACKS	3579.000 LF	.		.	
0021	3211.30 SEALING JOINTS	127269.000 LF	.		.	

NEBRASKA DEPARTMENT OF ROADS

PAGE: 3
DATE: 12/23/13

SCHEDULE OF ITEMS

CONTRACT ID: 3120

PROJECT(S): RD-275-5(1033)

CALL ORDER NO. : 305

LINE NO	ITEM DESCRIPTION	APPROX. QUANTITY AND UNITS	UNIT PRICE		BID AMOUNT	
			DOLLARS	CTS	DOLLARS	CTS
0022	3211.35 SEALING CONCRETE REPAIR JOINT	490.000 LF	.		.	
0023	3221.13 CONCRETE PAVEMENT, CLASS PR-3500 JOINT REPAIR	41.280 CY	.		.	
0024	3221.19 CONCRETE PAVEMENT, CLASS HE-3500 JOINT REPAIR	31.030 CY	.		.	
0025	3300.50 PORTLAND CEMENT CONCRETE SMOOTHNESS TESTING	LUMP	LUMP		.	
0026	7515.36 5" WHITE WET REFLECTIVE POLYUREA PAVEMENT MARKING, GROOVED	31800.000 LF	.		.	
0027	8028.01 FOUNDATION COURSE REPLACEMENT	41.960 CY	.		.	
	SECTION 0001 TOTAL				.	
	TOTAL BID				.	