

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

NEBRASKA DEPARTMENT OF ROADS
LETTING DATE : October 09, 2003

CALL ORDER: N19 CONTRACT ID: 7956

CONTROL NO./SEQ. NO.: 70956 /000 PROJECT NO.: S-83-1(1016)

TENTATIVE START DATE: 07/19/04 CONTRACT TIME: 45 WORKING DAYS

LOCATION: US-83, LINCOLN COUNTY LINE SOUTH
IN COUNTY: FRONTIER

BIDDER

GROUP 9 BITUMINOUS

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 directed to Construction Division personnel at (402) 479-4568 or (402) 479-4529.

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.

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. S-83-1(1016)**

GENERAL CONDITIONS

Sealed 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 October 9, 2003, until 1:30 P.M.

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.

The 1997 English 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 Supplemental Specifications to the 1997 English Edition of the Standard Specifications for Highway Construction dated July 12, 2001, including all amendments and additions thereto effective at the date of the contract, are made 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

No utilities have been or will be required to relocate within the limits of this project.

Underground utilities may exist within the limits of this project. The Contractor shall determine to his satisfaction the extent of occupancy of any underground 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.

**STATUS OF RIGHT-OF-WAY
(S1-16-0801)**

According to the best information available, all necessary right-of-way has been acquired.

**REQUIRED SUBCONTRACTOR/SUPPLIER QUOTATIONS LIST
(S1-43-0603)**

At bid submittal, all bidders must provide to the NDR 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 NDR 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.

**CONTROL OF WORK
(S1-43-0901)**

Subsection 105.08 in the 1997 Standard Specifications is void and replaced by the following:

105.08 - Authority and Duty of the Inspector

Department inspectors are authorized to inspect all work performed and all materials furnished. Such inspection may extend to the preparation, fabrication, or manufacture of the materials. The inspector has the authority to reject work or materials until any issues can be decided, including the right to suspend work. The inspector is not authorized to alter or waive the provisions of the contract or act as a supervisor for the Contractor.

105.13 – Tentative Acceptance of Portions of the Project

Paragraph 3.a. of Subsection 105.13 is amended by deleting the word “normal”.

**LEGAL RELATIONS AND RESPONSIBILITY TO THE PUBLIC
(S1-43-1001)**

107.14 – Opening of Sections of the Project to Traffic

Subsection 107.14 Paragraphs 2.b.(1) and (2) are void and replaced by the following:

- 2.b. (1) Whenever the Department permits the public use of a highway undergoing construction, repair, or maintenance in lieu of a detour route, the Contractor shall not be held responsible for damages to those portions of the project upon which the Department permitted public use, when such damages are the result of no proximate act or failure to act on the part of the Contractor.
- (2) If the traveling public should cause damage to the roadway, the Contractor shall assist the State in identifying the responsible party and the Contractor shall as a minimum if present at the time of the damage record pertinent information regarding the accident. (Who caused the damage; when the damage occurred; and how the damage occurred.)

107.15 – Contractor's Responsibility for Work

Subsection 107.15 is amended by adding Paragraph 1.b.(3) as follows:

- (3) The Contractor shall not be held responsible for damage caused by the traveling public on those portions of the project where the Department has permitted public use of the road in lieu of using a detour route and the damage as not the result of any proximate act or failure to act on the part of the Contractor.

**MEASUREMENT AND PAYMENT
(S1-43-0901)**

109.08 – Acceptance, Final Payment, and Termination of Contractor's Responsibility

Subsection 109.08 Paragraph c. amended by deleting the word "normal".

Subsection 109.08 Paragraph d. is void and replaced by the following:

- d. If the traveling public should cause damage to the roadway the Contractor shall assist the State in identifying the responsible party and the Contractor shall as a minimum if present at the time of the damage record pertinent information regarding the accident. (Who caused the damage; when the damage occurred; and how the damage occurred.)

**SPECIAL PROSECUTION AND PROGRESS
(Start Date)**

For this project, the Department will only accept start dates between May 17, 2004, and July 19, 2004. This is due to temperature requirements for the fly ash stabilized bituminous pavement.

**SPECIAL PROSECUTION AND PROGRESS
(Station 839+00 to Station 890+00)**

The Contractor will be required to perform the Cold Milling Class 3 Type A, Fly Ash Stabilized Bituminous and place a 2" lift of Asphaltic Concrete in any one area in the same workday from Station 839+00 to Station 890+00.

CONSTRUCTION DETAILS

**PERMANENT PAVEMENT MARKING
(S4-7-0901)**

Paragraph 4.c.(1) in the Standard Specifications is amended to include the following:

The written notification to the Contractor will give an approximate percentage retained. The Contractor will be responsible for replacing all defective materials present at the time corrective actions are performed.

**PERMANENT PAVEMENT MARKING PAINT AND BEADS
(S4-8-0303)**

Paragraphs 6.a. and 6.b. of Subsection 424.02 in the Supplemental Specifications are void and superseded by the following:

A. Traffic Paint

The Contractor shall use a type of traffic paint that can be applied under the temperature conditions existing at the time of application. Traffic paint selected for use by the Contractor shall be one of the following:

1. Acrylic Resin Waterborne Traffic Paint
2. VOC Compliant Alkyd Resin Traffic Paint

The paint shall be a VOC compliant lead and chromium free traffic paint meeting the requirements of the current Nebraska Department of Roads' Specifications. The paint shall be furnished ready mixed and shall not be diluted or thinned. When applied at a wet film thickness of 15 mils (380 µm) the paint shall provide a five-inch (125 mm) wide stripe that dries within the specified time. The traffic paint shall be compatible with drop-on glass beads, providing good adhesion and good refraction. The color for the white paint after drying shall be a flat white, free from tint, furnishing good opacity and visibility. For yellow, the color shall closely match Color

Chip 33538 of Federal Standard 595.

The traffic paints will be accepted on certified test results indicating that the paint meets the Nebraska Department of Roads' Specification Requirements.

B. Glass Beads

Glass Beads for use with Acrylic Resin Waterborne Traffic Paint shall be classified as Type 1 Dual-Coated Moisture Resistant.

Glass Beads for use with VOC Compliant Alkyd Resin Traffic Paint shall be classified as Type 1 Flotation.

Each type of glass beads shall be coated with the proper coating to provide good embedment and adhesion into the appropriate traffic paint. The glass beads shall be transparent, clean, colorless, smooth and spherical shaped, free of pitting or excessive air bubbles. When applied at a rate of six pounds of beads per gallon (0.72 kg of beads per liter) of traffic paint, the glass beads shall show good adherence to the paint and provide good night visibility throughout the useful life of the reflectorized traffic paint. The beads shall allow sufficient capillary action to form a firm embedment when dropped on a freshly applied wet paint film.

Each type of glass bead will be accepted on certified test results indicating that the beads meet the Type 1 gradation requirements, the roundness, refractive index, crushing resistance, and flotation and/or moisture resistance requirements as defined in AASHTO Specification M-247.

The first sentence of Paragraph 4. of Subsection 424.02 in the Standard Specifications is void and superseded by the following:

All permanent pavement markings, except "Permanent Pavement Marking Paint and Beads", shall have the following acceptance requirements:

**TEMPORARY TRAFFIC CONTROL DEVICES
(S4-9-1201)**

Paragraphs 2.a. of Subsection 422.05 in the Standard Specifications is void and superseded by the following:

2.a. If signs are not returned or are returned damaged, and the damage is beyond reasonable "wear and tear" and the damage was caused by the Contractor, then the Contractor shall be charged the value of the missing or damaged items. These charges shall be deducted from monies due the Contractor upon final payment.

**TYPE B HIGH INTENSITY WARNING LIGHTS
(S4-9-1002)**

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.

**LOCAL MATERIAL SOURCES
(S5-1-0801)**

Information regarding possible sources of local materials is available at the Materials and Research Division of the Department of Roads, Lincoln, Nebraska.

**ASPHALTIC CONCRETE
(S5-5-0801)**

Paragraph 5. of Subsection 503.02 in the Standard Specifications is void.

**ASPHALTIC CONCRETE
(S5-7-0902)**

Paragraph 11.a. in Subsection 503.04 of the 2001 Supplemental Specifications is void.

Paragraph 4 in Subsection 503.05 of the 1997 Standard Specifications is void.

The pay item "Asphalt Pavement Smoothness Testing" in Subsection 503.06 of the 1997 Standard Specifications is void.

**ASPHALTIC CONCRETE PAVEMENT SMOOTHNESS
(S5-7-0902)**

Section 502 in the 1997 Standard Specifications for Highway Construction and the 2001 Supplemental Specifications is void and superseded by the following:

502.01 – General

1. This specification establishes a standard for asphaltic concrete pavement smoothness, and defines defective pavement smoothness. The intent of the specification is to produce a finished asphaltic concrete pavement driving surface with a Profile Index no greater than 12 inches per mile. Pavement smoothness will be evaluated as prescribed in this section.
2. When the pay item "Asphalt Pavement Smoothness Testing I/D" is included in the contract, all the requirements of the following sections including the incentive/disincentive provisions shall apply.
3. When the pay item "Asphalt Pavement Smoothness Testing" is included in the contract, the incentive/disincentive provisions of this section do not apply, but the smoothness testing shall be performed as prescribed. The asphaltic concrete pavement shall be evaluated in accordance with Paragraph 11. b. of Subsection 503.04 in the 2001 Supplemental Specifications.

4. When the contract contains no item for smoothness testing, the asphaltic concrete pavement shall be evaluated in accordance with Paragraph 11. b. of Subsection 503.04 in the 2001 Supplemental Specifications.

502.02 – Equipment

1. The Contractor shall furnish a 25-ft California profilograph approved by the Nebraska Department of Roads.
2. The profilograph shall have multiple, non-uniformly spaced, articulated support wheels arranged such that no two wheels pass the same location on the pavement surface at the same time (ASTM Designation: E 1274, Paragraph 5.1.2)
3. The profilograph shall be equipped with a computerized system that will record, analyze, and print the test data.
4. The profilograph shall produce a printed pavement profile trace (profilogram) with a vertical scale of 1:1, and a horizontal scale of 1:300 (1" paper = 25' pavement). The profilogram 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 runs)
 - g. Operator's name
 - h. Project stations
 - i. Data filter values
 - j. Blanking (Null) band width
 - k. Profile counts for each test section
 - l. Profile Index for each test section
 - m. Bump locations for each test section

502.03 – Certification and Independent Assurance Testing

1. The Department shall calibrate and certify the Contractor's profilograph annually at a test site established by the Department.
 - a. The profilograph shall be inspected for compliance with general equipment requirements, including wheel configuration, effective length, data analysis system, guidance system, and overall condition.
 - b. The profilograph shall be calibrated for distance measurement by moving it over the prescribed path of a premeasured test distance at walking speed, and determining its distance calibration factor.
 - c. The profilograph shall be checked for vertical measurement accuracy by placing a 1-inch and 2-inch calibration block, measured to the nearest 0.01 inch, under the sensing wheel while the profilograph is stationary. The vertical measurement indicated by the profilograph shall be within 4.0% tolerance of the actual premeasured block height.

- d. The profilograph shall be checked for overall performance by moving it over the prescribed path of a pre-measured pavement test section at walking speed.
 - e. Distance measurement indicated by the profilograph shall be within 0.2% tolerance of the actual premeasured 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 Profile Index reported by the profilograph for the test section shall be within 10.0% tolerance of the Profile Index reported by a Nebraska Department of Roads profilograph for the same test section.
 - g. A dated and signed decal will be placed on the profilograph to certify its acceptability for use on Nebraska Department of Roads pavement construction projects.
2. The Department shall certify the Contractor's profilograph 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 profilographs 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.

502.04 – Profilograph Test Procedures

1. The Contractor shall perform all pavement smoothness specification tests except the 10-foot straight edge testing as shown in Paragraph 16. below:
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 (0.10 mile) 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 profilograph operator shall perform smoothness specification tests in the Engineer's presence. Smoothness testing shall be performed during normal daylight working hours unless otherwise approved by the Engineer. If the Contractor notifies the Engineer of a proposed test and the Engineer elects not to be present, then the Contractor may proceed unaccompanied.

4. The Contractor shall report test results to the Engineer within 2 NDR workdays after initial asphaltic concrete placement or surface corrective work. The Contractor shall report additional test results to the Engineer as soon as possible, but not later than 7 calendar days after completion of the mainline pavement.
5. The asphaltic concrete pavement surface temperature shall be 150 degrees F. or lower when smoothness tests are performed.
6. The profilograph 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. 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. All wheels of the profilograph shall be on the new pavement for which the Contractor is responsible.
7. The Contractor shall remove all objects and foreign material from the pavement surface before testing.
8. The profilograph operator shall guide the profilograph along the specified wheel path of each traffic lane at walking speed. Propulsion may be by personnel pushing manually, or by a suitable propulsion unit that does not exceed a speed of 4 miles per hour. Excessive speed can produce erratic test results.
9. A lateral location indicator shall be used to keep the profilograph in the required test path during testing. Pavement edges, longitudinal joints, or longitudinal pavement markings may be used as reference lines. An additional person may be required to hold the back end of the profilograph on the required path on horizontal curves.
10. Before testing, the profilograph operator shall lower the profilograph's recording wheel to the pavement surface and move the profilograph forward to the beginning location of a test section to stabilize the measurement system. To ensure consistent distance measurement, the profilograph operator shall also check and adjust the recording wheel tire pressure several times a day.
11. All station references on the profilograms and report forms shall be actual project stations. Stations shall be accurately noted on the profilogram at least every 200 feet.
12. The profilograph operator and the Engineer shall sign the profilograms immediately after completion of the tests. If the Engineer was not present at the time of the tests, then the absence shall be noted on the profilograms.
13. The Engineer shall perform or schedule verification tests on at least 10 percent of the pavement surface, using a profilograph owned by the Department.
14. If the verification test, Independent Assurance tests, or other observations indicate that the Contractor's procedures and/or results are not acceptable or accurate, the Engineer may do any of the following:
 - a. require the Contractor to calibrate the profilograph and re-run the tests.
 - b. disqualify the Contractor's equipment and/or operator.

- c. perform the tests for part, or all, of the project with a profilograph owned by the Department, and charge the Contractor \$500.00 per lane mile for all testing done by the Department.
15. The following areas of pavement shall be excluded from the Profile Index, 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. Pavement where the Engineer requires the contractor to open an area prematurely to cross traffic at intersections and driveways.
 - g. Additional exceptions shown on the summary sheet in the plans.
16. Excluded pavement sections shall be measured for bumps with either a profilograph or a 10-foot straight edge. If the profilograph is used, the deviation shall not exceed 0.40 inch. The deviation of the surface shall not exceed 1/8 inch, if a 10-foot straightedge is used.

502.05 – Evaluation

1. The Contractor shall determine a Profile Index 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 profilograms, to the Engineer.
- a. The Profile Index shall be calculated by adding the absolute value of the vertical deviations (inches) outside of a 0.1 inch blanking band and dividing the sum by the length of the test section (miles). The resulting Profile Index is in units of inches per mile.
 - b. Correctable bumps shall be separately identified on the profilograms. They appear as high points on the profilogram and correspond to high points on the pavement surface. Correctable bumps are vertical deviations on the pavement surface that exceed 0.40 inch in height above a base line span of 25 feet.
 - c. Correctable dips shall be separately identified on the profilograms. They appear as low points on the profilogram and correspond to low points on the pavement surface. Correctable dips are vertical deviations on the pavement surface that exceed 0.40 inch in depth below a base line span of 25 feet.

502.06 – 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.
2. Corrective work may be required for any bump, dip, or a combination of bumps and dips or other roughness that, in the opinion of the Engineer, produces an objectionable ride. Corrective work shall be accomplished at no cost to the Department.
 - a. When the initial Profile Index of a test section is 21 in/mi or less, bump and dip correction is the only corrective work allowed for that section.
 - b. When the Profile Index of a test section exceeds 21 in/mi, corrective work shall be performed.
 - c. The Contractor shall retest all corrected test sections with the profilograph.
3. All bumps, as defined in Subsection 502.05, Paragraph 1.b., and all test sections with a Profile Index exceeding 21 in/mi shall be corrected by diamond grinding.
 - a. Bumps shall be considered corrected when they are at or below the 0.40 inch maximum height.
 - b. Sections with a Profile Index exceeding 21 in/mi shall be considered corrected when the Profile Index for that section has been reduced to a value of 21 in/mi or less.
4. All dips, as defined in Subsection 502.05, Paragraph 1.c., shall be corrected until they are at or below the 0.40 inch maximum depth. The Contractor shall have the following options:
 - a. diamond grind on either or both sides of the dip,
 - b. with the approval of the Engineer, remove and replace a sufficient length of the surface layer to correct the deficiency, under the following conditions:
 - (1) The Contractor shall furnish replacement material that meets the original specifications for the material removed.
 - (2) Removal and replacement shall be for the full lane width.
 - c. a combination of the grinding and removal and replacement methods, or
 - d. with the approval of the Engineer, elect to leave an uncorrected or partially corrected dip in place for a monetary deduction.
5. 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.

502.07 - Traffic Control

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

502.08 - Method of Measurement

1. "Asphalt Pavement Smoothness Testing I/D" and "Asphalt Pavement Smoothness Testing" shall be measured on a lump sum basis.
2. a. When the pay item "Asphalt Pavement Smoothness Testing I/D" is included in the contract, the unit price of the accepted quantity of asphaltic concrete pavement and performance graded binder in the surface layer of each profilograph test section shall be adjusted according to the schedule in Table 502.01, subject to the limitations in Paragraphs 3 and 4 of this Subsection. Pavement sections excluded from this smoothness specification shall not qualify for incentive pay.
- b. When the pay item "Asphalt Pavement Smoothness Testing " is included in the contract, the incentive/disincentive provisions of this Subsection do not apply.

Table 502.01

Payment Adjustment Schedule	
Profile Index Inches Per Lane Mile	Percent of Contract Prices
0 to 2	107
Greater than 2 to 4	105
Greater than 4 to 6	103
Greater than 6 to 8	102
Greater than 8 to 12	100
Greater than 12 to 14	98
Greater than 14 to 16	96
Greater than 16 to 18	94
Greater than 18 to 20	92
Greater than 20 to 21	90
Greater than 21	Corrective Work Required

3. When the initial Profile Index of a test section is 21 in/mi or less, that value shall determine the percent of incentive pay for the section unless bump and dip correction performed in that section increases the percent of pay.
4. When the initial Profile Index of a test section is greater than 21 in/mi, corrective work performed in that section may increase the percent of pay up to the level indicated in Table 502.01.

502.09 – Basis of Payment

1. When the pay item “Asphalt Pavement Smoothness Testing I/D” is included in the contract, the overall pay factor for the accepted quantity of asphaltic concrete and performance graded binder in the surface layer of all profilograph test sections shall be determined according to the formula in Table 502.02.

Table 502.02

Pay Factor Formula	
PF = $\frac{A(1.07) + B(1.05) + C(1.03) + D(1.02) + E(1.00) + F(0.98) + G(0.96) + H(0.94) + I(0.92) + J(0.90)}{A + B + C + D + E + F + G + H + I + J}$	
Where:	
A	= Length of pavement with a Profile Index of 0 to 2 inches per mile.
B	= Length of pavement with a Profile Index greater than 2 to 4 inches per mile.
C	= Length of pavement with a Profile Index greater than 4 to 6 inches per mile.
D	= Length of pavement with a Profile Index greater than 6 to 8 inches per mile.
E	= Length of pavement with a Profile Index greater than 8 to 12 inches per mile.
F	= Length of pavement with a Profile Index greater than 12 to 14 inches per mile.
G	= Length of pavement with a Profile Index greater than 14 to 16 inches per mile.
H	= Length of pavement with a Profile Index greater than 16 to 18 inches per mile.
I	= Length of pavement with a Profile Index greater than 18 to 20 inches per mile.
J	= Length of pavement with a Profile Index greater than 20 to 21 inches per mile.

2. The Contractor shall be assessed \$500 each for all uncorrected or partially corrected dips left in place.
3. The work of Asphalt pavement Smoothness Testing I/D” and “Asphalt Pavement Smoothness Testing” shall be paid at the lump sum contract unit price. This price shall be full compensation for all smoothness testing as set forth in this specification.

**COLD MILLING CLASS 3 &
COLD MILLING CLASS 3 TYPE A**

Under no circumstance shall the Contractor mill a greater depth from the roadway than is shown in the plans.

From approximate reference post 35.0 to 44.76 existing surfacing material is Type A Asphaltic Concrete. From approximate reference post 44.76 to 51.90 existing surfacing material is Type B Asphaltic Concrete.

Void Paragraph 9.a. of Subsection 510.04 in the 1997 English Edition Standard Specifications and replace it with the following:

Approximately 12,000 tons of the bituminous material produced from the cold milling operation shall be stockpiled on the east side of US-83 at approximate Reference Post 44, as directed by the Engineer. The remainder of the bituminous material shall become the property of the Contractor and removed from the project.

Amend Subsection 510.05 of the Standard Specifications to provide for the measurement of Cold Milling Class 3 in equivalent stations, this being the actual number of square feet of milling divided by 2400.

ARMOR COAT AGGREGATE

Paragraphs 2.a. and 2.b. of Subsection 515.05 are void and superseded by the following:

The aggregate shall be paid at the contract unit price per cubic yard for the item “Armor Coat Aggregate”. Aggregate not meeting the gradation requirements listed below will not be accepted and paid for.

Table 1033.06 of the Standard Specifications is void and superseded by the following:

Table 1033.06

Armor Coat Aggregate Gradation Limits	
Sieve Size	Percent Passing
3/8 inch (9.5 mm)	99 to 100
No. 4 (4.75 mm)	65 to 85
No. 10 (2.0 mm)	0 to 15
No. 50 (300 µm)	0 to 10
No. 200 (75 µm)	0 to 3

PERFORMANCE GRADED BINDER

Section 503 in the Standard Specifications and Supplemental Specifications is amended to include Performance Graded Binders.

I. Description:

The performance graded binder to be used on this project shall be PG Binder 64-28, supplied by a Certified Supplier.

Certified Supplier

A supplier must be certified by the Nebraska Department of Roads to be allowed to supply Performance Graded Binder in Nebraska. A certified supplier must be a participant in one or more of the following PG Binder groups.

1. AASHTO Materials Reference Laboratory (AMRL)
2. Western Cooperative Testing Group
3. Combined States Binder Group

The supplier must maintain and follow the requirements of the group or groups in which they participate in to maintain certification by the Nebraska Department of Roads. In addition, active participation is required to maintain certification by the Department. Active participation will include submitting of round robin samples results, along with meeting other requirements of the group or groups. Failure to do so will result in loss of certification by the Department.

A certified supplier may be asked to supply to the Department, past round robin results, laboratory inspection reports, reasons for and investigative reports on out lying results, quality control testing, and/or technician training and proficiency testing reports.

Supplier Certification

A supplier may request certification by contacting the Nebraska Department of Roads, Materials and Research Division, Flexible Pavement Engineer at (402) 479-4675. A temporary certification may be issued for a period of up to one year. Split sample testing will be required prior to receiving a temporary certification. Split sample testing will be done on all grades of binder that the supplier intends to supply during the temporary certification. The supplier will have up to one year to become certified by participating in and following the requirements of one or more of the approved binder groups.

A supplier may become certified through active participation in other binder certification/round robin groups that are approved by the Department. The Department may request from the supplier prior to approval, past or current round robin results, quality control testing, laboratory inspection reports, and/or technician training and proficiency testing reports.

II. Binder Sampling and Testing:

1. Lots. Each 3750 tons (3400 Mg) of HMA produced will be a binder lot.
2. A binder lot will include only one PG Binder grade or a blend as allowed in paragraph 6.e.
3. A Binder lot will only include one supplier of the PG Binder or a blend as allowed in paragraph 6.e.
4. Blending of different binder grades and binders from different suppliers will be allowed with restrictions as noted in paragraph 6.e. The Engineer must be notified of the intent to blend prior to actual blending.
5. All binders shall be sampled at the rate of one sample per lot with a minimum of three samples per project.
 - a. The sample shall consist of two one-quart (liter) cans and shall be taken by the Contractor's Certified Sampling Technician, with assistance from or under supervision of NDR personnel. The sample shall be taken at the plant from the line between the storage tank and the mixer or from the tank supplying material to the line, at a location at which material sampled is representative of the material in the line to the mixer. One can will be tested for compliance with MP1 specifications and the other can portion will be saved for dispute resolution, if needed. The sampling process shall follow procedures of the NDR Materials Sampling Guide and NDR T 40.
 - b. Testing. When the tested PG Binder is in compliance, the binder lot will be accepted and both cans of the sample can be discarded. If the tested PG Binder does not comply, then the price of the PG Binder lot represented by the sample shall be adjusted according to Table 1. Overall project average testing requirements and price adjustments will also apply, as stated in Table 2.

6. Material Requirements:

- a. Performance graded binder, as specified in the contract items shall be in accordance with AASHTO Designation MP1 and meet all minimum and maximum requirements.
- b. Substitution of a PG Binder, which exceeds the upper and lower grade designations from the specified, requires advance notification of the Engineer, and be documented by a no cost change order. The bill of lading or delivery ticket shall state the binder grade and specific gravity.
- c. Material Certification - A Material Certification shall be submitted prior to construction stating, the type of modifier being used, and the recommended mixing and compaction temperatures for the Hot Mix Asphalt.
- d. The Contractor shall receive from the supplier, instructions on the proper storage and handling of each grade and shipment of PG Binder.
- e. Blending of PG Binders at the hot mix plant site will be allowed only when transitioning to an asphalt mixture requiring a different grade of binder and with the following restrictions:
 - (1) The resultant blend will meet MP-1 specifications when tested as $\pm 3^\circ$ of the specified PG binder. The sample of the blended material will 1) be considered as a lot sample, 2) will be taken during initial production following the blending of the binders, and 3) deductions when not meeting MP-1, will apply. On the blended sample's identification form will be a note explaining the blending conditions and a statement that the sample is a blend of materials. The next lot sample, following the sample representing the blend, will be tested as the specified binder grade for the asphalt mixture being produced and shall meet MP-1 specifications.
 - (2) Modified Binders - When a type of modification is used and stated in the Material Certification as required in paragraph 6.c., it will not be allowed to be blended with a binder containing a different type of modification. Blending of the same type of modifiers will be allowed.

TABLE 1

SINGLE SAMPLE TOLERANCE AND PRICE REDUCTION TABLE		
	Price Reduction ¹ Pay Factor of 0.75	Determined by Engineer ² Pay Factor of 0.50 or Removal
<u>Tests on Original Binder</u> Dynamic Shear, $G^*/\sin \delta$, kPa	0.86-0.92	< 0.86
<u>Tests on Rolling Thin Film</u> <u>Oven Residue</u> Dynamic Shear, $G^*/\sin \delta$, kPa	1.76-1.97	< 1.76
<u>Tests Pressure Aging Vessel</u> <u>Residue</u> Dynamic Shear, $G^*\sin \delta$, kPa	5601-6200	> 6200
<u>Creep Stiffness</u> S, Mpa	325-348	> 348
m-value	0.270-0.284	< 0.270

NOTE: If more than one test fails to meet requirements, the largest individual price reduction (pay factor of 0.75 or 0.50) will be used to calculate price reduction for the asphalt binder.

¹Price Reduction will be based on contract unit price of asphalt binder.

²The Engineer will determine if the non-compliant material will be removed. If the non-compliant material is accepted, a price reduction of 50% will be applied. The price reduction shall be based on the contract unit price of asphalt binder.

The pay factor will be applied to the quantity of material that the sample represents.

Overall Project Average - Price Reduction Based on Complete MP-1 Testing

Out of specification material will be determined by the specifications outlined in AASHTO MP-1, excluding Direct Tension.

The Nebraska Department of Roads, Materials and Research, Bituminous Laboratory will do complete testing, per MP-1 specifications, on a minimum of three samples or 20% of the total samples from the project, whichever is the greatest. The Department will randomly select one sample for complete MP-1 testing out of every five samples received. When any test result shows sample not meeting MP-1 specifications, the previous and following sample received will be tested for complete MP-1 compliance. Testing will continue in this manner until tested samples meet all of MP-1 specifications.

Original Dynamic Shear Rheometer testing will be completed on all samples. When a sample being tested for only Original Dynamic Shear Rheometer compliance falls out of MP-1 specification, it will then be tested for complete MP-1 specification compliance. Adjacent samples will be tested when results, other than the Original Dynamic Shear Rheometer result, do not meet specification. This additional complete testing for MP-1 compliance is in addition to the minimum number of samples that will be tested for complete MP-1 compliance.

At the completion of testing, all complete MP-1 test results will be averaged. For averages that do not meet MP-1 specifications, the largest reduction shown in Table 2 will be applied to all the Performance Graded Binder used on the project.

Table 2

OVERALL PROJECT AVERAGE - PRICE REDUCTION TABLE		
	Range of Average	Pay Factor Applied
<u>Tests on Original Binder</u> Dynamic Shear, $G^*/\sin \delta$, kPa Min. 1.00 kPa	< 1.00 - 0.98	0.98
	< 0.98 - 0.96	0.95
	< 0.96 - 0.94	0.92
	< 0.94	0.85
<u>Tests on Rolling Thin Film</u> <u>Oven Residue</u> Dynamic Shear, $G^*/\sin \delta$, kPa Min. 2.20 kPa	< 2.20 - 2.156	0.98
	< 2.156 - 2.09	0.95
	< 2.09 - 2.024	0.92
	< 2.024	0.85
<u>Tests Pressure Aging Vessel</u> <u>Residue</u> Dynamic Shear, $G^*\sin \delta$, kPa Max. 5000 kPa	< 5000 - 5100	0.98
	< 5100 - 5250	0.95
	< 5250 - 5400	0.92
	< 5400	0.85
m-Value Min. 0.300	< 0.300 - 0.298	0.98
	< 0.298 - 0.293	0.95
	< 0.293 - 0.290	0.92
	< 0.290	0.85
<u>Creep Stiffness</u> S, MPa Max. 300 MPa	< 300 - 306	0.98
	< 306 - 315	0.95
	< 315 - 324	0.92
	< 324	0.85

Single Sample Reduction and Overall Project Average Reduction

A sample representing a lot, not meeting MP-1 Specification, will have a reduction for the material that the sample represents. Only the largest reduction from Table 1, will apply when more than one result of a single sample does not meet MP-1 specifications. Only the largest overall project average reduction from Table 2, will apply when more than one test average falls out of MP-1 specifications. Pay Factors based on both Table 1 and Table 2 test results are separate from each other and both will be applied.

Investigation of Verification Lot Samples That Do Not Meet Specifications

When the lot sample shows test results out of specification limits, the process of resolving the sample failure will include the following actions as appropriate:

1. The Bituminous Lab may conduct retesting of the remaining portion of the original can sample as determined necessary to confirm or disaffirm the original test result(s).

2. The Flexible Pavement Engineer will notify the Contractor who will arrange to investigate all aspects of the testing, loading, handling and delivery of the material in question. The Contractor shall report findings to the Central Laboratory, Flexible Pavement Engineer.
3. The Department will collect and compile all information and prepare a report. A copy of the report will be distributed to the District and the Contractor.
4. The Bituminous Laboratory will issue the standard report of tests for all samples tested, to include any resulting pay factor deductions. A copy of the report of tests will be distributed to the District, Construction Division, and Contractor.

Dispute Resolution

After testing and investigations have been completed on the one can of the sample and there is still a dispute, the Department will select an independent laboratory for referee testing to take place on the second can of the sample. If the independent lab's tests indicate failing results and pay deductions equal to or great than the Department's, the Contractor will reimburse the Department for the cost of testing. If the independent lab's tests indicate that the material meets specification or is at a pay deduction less than the Department's, the Department will assume the cost of testing. When the independent lab's tests indicate a pay deduction, the lesser of the Department's and the independent lab's deductions will be applied.

Basis of Measurement

PG Binder shall be measured in accordance with Subsection 503.05 in the Standard Specifications and Supplemental Specifications.

Basis of Payment:

Subsection 503.06 in the Standard Specifications and Supplemental Specifications is amended to provide that PG Binder, accepted by the Engineer for use in asphaltic concrete, will be paid for at the contract unit price per ton (Megagram) for the item "Performance Graded Binder _____", less any deductions as prescribed in the tolerance and price reduction tables.

SUPERPAVE ASPHALTIC CONCRETE

Section 1028 of the Standard Specifications and Supplemental Specifications is void.

Asphaltic Concrete Type SP4 shall use the 0.5 gradation band.

Paragraph 2.b.(1) of Subsection 503.04 is void and superseded by the following:

The contractor shall take at least four (4) control strip mixture samples and record the test results for the mixture properties identified in Paragraph 4.h.(3) of Subsection 1028.03. The contractor will also record compaction density values and rolling pattern information. This data will be for information only and shared with the Engineer.

SECTION 1028 -- SUPERPAVE ASPHALTIC CONCRETE

1028.01 -- Description

1. a. Superpave Asphaltic Concrete is a Contractor-designed mix.
- b. The Contractor will be required to define properties using a gyratory compactor that has met the Superpave evaluation test procedures, during mix design and production.
2. a. Before production of asphaltic concrete, the Contractor shall submit, in writing, a tentative job mix formula on the NDOR Mix Design Submittal Form for verification to the NDR Flexible Pavement Engineer at the Lincoln, Nebraska Central Laboratory.
- b. The job mix formula shall identify the virgin mineral aggregates, RAP, if used, and mineral filler, if needed, with the value of the percent passing each specified sieve for the individual and blended materials.
- c. (1) The Contractor shall submit six – 95 mm and two – 75 mm gyratory pucks compacted to $7\% \pm 0.5\%$ air voids for testing and 3 proportioned 22 lb. (10,000-gram) samples of the blended mineral aggregates and two one-quart (liter) sample of the proposed PG Binder to be used in the mixture to the NDR Materials and Research Central Laboratory at least 15 NDR working days before production of asphaltic concrete. These samples will be used to verify the Contractor's Superpave mix design test results and mix properties.
- (2) Submitted with these samples shall be a copy of the Contractor's results for all Superpave mix design tests.
- (3) This mix design shall include at a minimum:
 - (i) The bulk specific gravity of the blended aggregate. Whenever RAP is used it shall be processed through an ignition oven and then combined proportionally with the virgin aggregate. The bulk specific gravity shall be determined for the blend from an unwashed sample of the - #4 and a washed sample of + #4 material in accordance with AASHTO T 84 and AASHTO T 85 respectively.
 - (ii) The target binder content.
 - (iii) The supplier and grade of PG Binder.
 - (iv) The maximum specific gravity of the combined mixture (Rice).
 - (v) The bulk specific gravity and air voids at N initial (Nini), N design (Ndes) and N maximum (Nmax) of the compacted gyratory specimens.
 - (vi) Voids in the Mineral Aggregate (VMA) and Voids Filled with Asphalt (VFA) at Ndes.

- (vii) Fine Aggregate Angularity (FAA), Coarse Aggregate Angularity (CAA), Flat and Elongated Particles and Clay Content of the aggregate blend.
 - (viii) Location description and/or legal descriptions and producers of materials used in the mix.
 - (ix) Dust to Binder Ratio
 - (x) PG Binder recommended mixing and compaction temperatures.
 - (xi) Type of PG Binder modification, if modified
- d. Before the mix design is approved, the Materials and Research Laboratory shall test all properties. This approval is on the submitted laboratory materials, and allows the contractor to begin plant production test strip and verification testing with the QA/QC Program.
3. PG Binder in Recycled Asphalt Pavement:
- a. The Contractor may approach the State with a proposal to supplement the virgin aggregates of the asphaltic concrete mix with a Contractor’s specified percentage of recycled asphalt pavement (RAP). The State may accept or reject the proposal based on whether the mix design meets the specified criteria of the asphaltic concrete proposed. The RAP may come from the project or an existing stockpile. The Contractor is responsible for investigating the quality and quantity of the RAP material.
 - b. In recycled asphaltic concrete mixtures, the allowable maximum percent of Reclaimed Asphalt Pavement (RAP) will be as shown in Table 1028.01. If the Contractor elects to exceed these values, the Contractor will be required to lower the minimum pavement design temperature of the PG Binder, one grade, according to AASHTO MP1.

Table 1028.01

Asphaltic Concrete Type	Percent, Maximum RAP
SPS	50
SP1	35
SP2	25
SP3	25
SP4	15
SP4 Special	25
SP5	15

4. Quality Control Program:
 - a. The Contractor shall establish, provide, and maintain an effective Quality Control(QC) Program. The QC Program shall detail the methods and procedures that will be taken to assure that all materials and completed construction conforms to all contract requirements.
 - b. Although guidelines are established and certain minimum requirements are specified herein and elsewhere in the contract, the Contractor shall assume full responsibility for placing a pavement course that meets the target field values.
 - c. The Contractor shall establish a necessary level of control that will:
 - (1) Adequately provide for the production of acceptable quality materials.
 - (2) Provide sufficient information to assure both the Contractor and the Engineer that the specification requirements can be met.
 - (3) Allow the Contractor as much latitude as possible in developing control standards.
 - d.
 - (1) The Contractor shall develop and keep on file with the Materials and Research Flexible Pavements Engineer a copy of their QC Program. A copy of the QC Program shall be kept on file in the QC lab trailer. This Program shall be updated as needed and submitted annually for review.
 - (2) The Contractor shall not begin any construction or production of materials without an approved QC Program.
 - e. The QC Program shall address, as a minimum, the following items:
 - (1) QC organization chart.
 - (2) Submittals schedule.
 - (3) Inspection requirements.
 - (i) Equipment.
 - (ii) Asphalt concrete production.
 - (iii) Asphalt concrete placement.
 - (4) QC testing plan.
 - (5) Documentation of QC activities.
 - (6) Requirements for corrective action when QC and/or acceptance criteria are not met.
 - (7) Any additional elements deemed necessary.

- (8) A list, with the name and manufacturers model number, for all test equipment used during laboratory testing.
 - (9) A description of maintenance and calibration procedures, including the frequency that the procedures are performed.
- f. The QC organization chart shall consist of the following personnel:
- (1) A Program Administrator:
 - (i) The Program Administrator shall be a full-time employee of the Contractor or a Subcontractor (Consultant) hired by the Contractor.
 - (ii) The Program Administrator shall have a minimum of 5 years experience in highway construction.
 - (iii) The Program Administrator need not be on the job site at all times but shall have full authority to institute any and all actions necessary for the successful implementation of the QC Program.
 - (iv) The Program Administrator's qualifications and training shall be described in the QC Program.
 - (2) One or more Quality Control Technicians:
 - (i) The quality control technicians shall report directly to the Program Administrator and shall perform all sampling and quality control tests as required by the contract.
 - (ii) The QC technicians shall be certified by the NDR Materials and Research Division.
 - (iii) Certification at an equivalent level by a state or nationally recognized organization may be acceptable.
 - (iv) The QC technician's credentials and NDR training records shall be submitted to the NDR Materials and Research Division.
 - (v) The Contractor may have a non-certified technician working under the direct supervision of a certified technician for no more than one construction season.
- g.(1) Inspections shall be performed daily to ensure continuing compliance with contract requirements until completion of the work.
- (2) QC test results and periodic inspections shall be used to ensure the mix quality and to adjust and control mix proportioning.
- h. QC Testing Plan:
- (1) The testing plan shall include the NDR statistically based procedure of random sampling for acquiring test samples.

- (2) The Contractor may add any tests necessary to adequately control production.
 - (3) All QC test results shall be reported on NDR software by the Contractor with a copy provided to the Engineer within 1 week after the tests are complete. Daily review by the Engineer will be allowed if requested.
- i. Corrective Action Requirements:
- (1) The Contractor shall establish and utilize QC charts for individual QC tests. The requirements for corrective action shall be linked to the control charts.
 - (2) The Contractor's QC Program shall detail how the results of QC inspections and tests will be used to determine the need for corrective action.
 - (3)
 - (i) A clear set of rules to determine when a process is out of control and the type of correction to be taken to regain process control will be provided.
 - (ii) As a minimum, the plan shall address the corrective actions that will be taken when measurements of the following items or conditions approach the specification limits:
 - (I) Plant produced mix gradations at laydown.
 - (II) Binder content.
 - (III) Air voids.
 - (IV) VMA
 - (V) VFA (mix design only)
 - (VI) FAA AASHTO T 304
CAA ASTM D 5821
 - (VII) Dust to Binder Ratio
 - (iii) Corrective actions that will be taken when the following conditions occur:
 - (I) Rutting
 - (II) Segregation
 - (III) Surface voids
 - (IV) Tearing
 - (V) Irregular surface due to mix tenderness

1028.02 -- Material Characteristics

1. The type of PG Binder shall be shown in the plans or special provisions.
2. Aggregates:
 - a. Aggregates for use in superpave asphaltic concrete shall be tested on an individual basis.
 - b. With the exception of Asphaltic Concrete Type SPS the blended mineral aggregate shall not contain more than 60 percent limestone on the final surface lift of asphaltic concrete.
 - c. Crushed rock material for use in asphaltic concrete, 1/4 inch (6.35 mm) down, screenings and manufactured sand shall have a Sodium Sulfate loss of not more than 12 percent by mass at the end of 5 cycles. One 20-lb. (10-kg) sample shall be taken by NDR personnel at the project for every 5,000 tons (4500 Mg) of aggregate used, with a minimum of one per project for quality testing.
 - d. Quartzite, granite, and chat shall conform to the requirements of Subsection 1033.02, Paragraph 4, a. (8). One 60-lb. (30 kg) sample shall be taken by NDR personnel at the project every 3,000 tons (2700 Mg) of aggregate used, with a minimum of one per project for quality testing.
 - e. Crushed rock (Limestone) and Dolomite shall conform to the requirements of Paragraph 4.a. (4), (5) and (6). of Subsection 1033.02 of the Standard Specifications, Sampling size and frequency shall adhere to the current NDR Materials Sampling Guide. (Some aggregate can be adversely affected by ignition ovens resulting in erroneous reading for asphalt content and gradation unless corrected for.)
 - f. Amend Paragraph 4.a. (7) of Subsection 1033.02 to provide that soundness tests shall not be required for fine sand.
 - g. Amend Subsection 1033.02 to provide that once the satisfactory quality of aggregates from a source has been established, sufficient additional soundness tests will be performed to insure the continued satisfactory quality of the material.
 - h. The coarse aggregate angularity value of the blended aggregate material shall meet or exceed the minimum values for the appropriate asphaltic concrete type as shown in Table 1028.02

**Table 1028.02
Coarse Aggregate Angularity
(ASTM D 5821)**

Asphaltic Concrete Type	CAA (minimum)
SPS	35
SP1	55
SP2	65
SP3	75
SP4	85/80*
SP4 Special	85/80*
SP5	95/90*

* Denotes two faced crushed requirements

- i. The fine aggregate angularity value of the blended aggregate material shall meet or exceed the minimum values for the appropriate asphaltic concrete type as shown in Table 1028.03.

Note: The specific gravity for calculation of the Fine Aggregate Angularity (FAA) shall be determined on a combined aggregate sample of the material passing the No. 8 (2.36 mm) sieve and retained on the No. 100 (150 µm) sieve. The Contractor will determine the specific gravity to be used in the calculation of FAA mixture design value(s) and, if verified by the NDOR Aggregate Laboratory, this same value can be used throughout production. The verification value determined by the NDOR Aggregate Laboratory will be on a combined aggregate sample supplied by the Contractor that is representative of the material proposed or being used during production. The specific gravity to be used throughout production to calculate FAA values will be the Contractor's verified value or the NDOR determined value (whenever verification is not made) and will be noted on the Mix Design. Changes in aggregate percentages during production may require determination of a revised specific gravity for FAA.

**Table 1028.03
Fine Aggregate Angularity
(AASHTO T304 Method A)**

Asphaltic Concrete Type	FAA (minimum)
SPS	--
SP1	40.0
SP2	43.0
SP3	43.0
SP4	45.0
SP4 Special	45.0
SP5	45.0

- j. The coarse aggregate shall not contain flat and elongated particles exceeding the maximum value for the appropriate asphaltic concrete type category shown in these provisions according to Table 1028.04.

**Table 1028.04
Flat and Elongated Particles*
(ASTM D 4791)**

Asphaltic Concrete Type	Percent, Maximum
SPS	25
SP1	10
SP2	10
SP3	10
SP4	10
SP4 Special	10
SP5	10

*Criterion based on a 5:1 maximum to minimum ratio.

- k. The sand equivalent of the blended aggregate material from the fine and coarse aggregates shall meet or exceed the minimum values for the appropriate asphaltic concrete type shown in these provisions according to Table 1028.05.

**Table 1028.05
Clay Content Criteria
(AASHTO T 176)**

Asphaltic Concrete Type	Sand Equivalent, Minimum
SPS	30
SP1	40
SP2	40
SP3	45
SP4	45
SP4 Special	45
SP5	45

- i. The blended aggregate shall conform to the gradation requirements specified below for the appropriate nominal size.
- (1) It is recommended that the selected blended aggregate gradation does not pass through the restricted zones as specified in the following control points for nominal size. The plot of the blended aggregate gradation of Superpave mix designs with FAA values of less than 43.0 will not enter the limits of the restricted zone. The plot of the blended aggregate gradation of Superpave mix designs with FAA values of 43.0 to less than 45.0 passing through the restricted zone must intersect both the upper and lower limits of the restricted zone between 1) any two consecutive sieves used to define the restricted zone limits, or 2) two vertical lines plotted between the #8 and #50 sieve a distance apart no greater than 1/3 the horizontal distance between the #8 (2.36-mm) and #50 (300- μ m) sieves. Superpave mix designs with FAA values of 45.0 or greater will not be restricted from passing through the restricted zone.

Table 1028.06

Gradation Control Points for 0.375 Inch (9.5 mm) Nominal Size

English Sieve (Metric)	Control Points (percent passing)		Restricted Zone Boundary (percent passing)	
	Minimum	Maximum	Minimum	Maximum
1/2 inch (12.5 mm)	100.0			
3/8 inch (9.5 mm)	90.0	100.0		
No. 4 (4.75 mm)		90.0		
No. 8 (2.36 mm)	32.0	67.0	47.2	47.2
No. 16 (1.18 mm)			31.6	37.6
No. 30 (600 μ m)			23.5	27.5
No. 50 (300 μ m)			18.7	18.7
*No. 200 (75 μ m)	2.0	10.0		

* see note following Table 1028.08

Table 1028.07

Gradation Control Points for 0.5 Inch (12.5 mm) Nominal Size

English Sieve (Metric)	Control Points (percent passing)		Restricted Zone Boundary (percent passing)	
	Minimum	Maximum	Minimum	Maximum
3/4 inch (19 mm)	100.0			
1/2 inch (12.5 mm)	90.00	100.00		
3/8 inch (9.5 mm)		90.00		
No. 8 (2.36 mm)	28.0	58.0	39.1	39.1
No. 16 (1.18 mm)			25.6	31.6
No. 30 (600 μ m)			19.1	23.1
No. 50 (300 μ m)			15.5	15.5
* No. 200 (75 μ m)	2.0	10.0		

* see note following Table 1028.08

Table 1028.08
Gradation Control Points for 0.75 Inch (19 mm) Nominal Size

English Sieve (Metric)	Control Points (percent passing)		Restricted Zone Boundary (percent passing)	
	Minimum	Maximum	Minimum	Maximum
1 inch (25 mm)	100.0			
3/4 inch (19 mm)	90.0	100.0		
1/2 inch (12.5 mm)		90.0		
No. 8 (2.36 mm)	23.0	49.0	34.6	34.6
No. 16 (1.18 mm)			22.3	28.3
No. 30 (600 μ m)			16.7	20.7
No. 50 (300 μ m)			13.7	13.7
* No. 200 (75 μ m)	2.0	8.0		

* Dust to binder ratio is the ratio of the percentage by weight of aggregate finer than the No. 200 (75 μ m) sieve to the asphalt content expressed as a percent by weight of total mix. The dust to binder ratio shall be between 0.60 and 1.60.

- m. The combined mineral aggregate for Asphaltic Concrete, Type SPS, shall be an aggregate or a combination of aggregates, and mineral filler if needed.

Table 1028.09
Gradation Control Points for Type SPS

English Sieve (Metric)	Control Points (percent passing)	
	Minimum	Maximum
1 inch (25 mm)	100.0	
3/4 inch (19 mm)	94	100.0
1/2 inch (12.5 mm)	81	94
No. 8 (2.36 mm)	42	70
No. 16 (1.18 mm)	29	43
No. 30 (600 μ m)	19	34
No. 50 (300 μ m)	11	20
* No. 200 (75 μ m)	2	8

* see note following Table 1028.08

- n. Mineral filler shall consist of pulverized soil, pulverized crushed rock, broken stone, gravel, sand-gravel, sand or a mixture of these materials that conforms to the following requirements.

Table 1028.10
Mineral Filler for Type SPS

	Min.	Max.
Total Percent Passing the No. 50 (300 μ m) Sieve	95	100
Total Percent Passing the No. 200 (75 μ m) Sieve	80	100
Plasticity Index (material passing the No. 200 (75 μ m) Sieve, except soil)	0	3
Plasticity Index for Soil	0	6

3. Contractor's Lab Equipment:
- a. The Contractor shall calibrate and correlate the testing equipment according to the procedures prescribed for the individual tests and conduct tests in conformance with specified testing procedures.
 - b. The Contractor shall have the following equipment (or approved equal) at or near the project location:
 - (1) An AASHTO approved gyratory compactor and molds.
 - (2) An AASHTO approved Asphalt Content Ignition Oven.
 - (3) Rice equipment specified in AASHTO T 209, procedure 9.5.1, Weighing in Water. The thermometer being used to measure water temperature will be as specified in T 209.
 - (4) FAA equipment
 - (5) To test density of compacted asphaltic concrete, a minimum 6000 gm balance, 0.1 gm resolution, with under body connect and water container large enough to conveniently place specimen in the basket and completely submerge the basket and specimen without touching the sides or bottom is required.
 - (6) QC Laboratory (suggested size 8 ft. x 45 ft.) (2.4 m x 13.7 m) which contain the following:
 - Air conditioner.
 - Dedicated phone (where available).
 - FAX machine.
 - Xerox type copy machine.
 - Sample storage.
 - Work table.
 - Bulletin board.
 - Running water.
 - Desk and chair.
 - Separate power supply.
 - Incidental spoons, trowels, pans, pails.
 - (7) Diamond saw for cutting cores.
 - (8) Diamond core drill (6 inch (150 mm) and 4 inch (100 mm) diameter core.
 - (9) Oven, 347°F (175°C) minimum, sensitive $\pm 5^\circ\text{F}$. ($\pm 2^\circ\text{C}$).
 - (10) USA Standard Series Sieves for coarse and fine aggregate with appropriate shakers (12 inch (300 mm) recommended).
 - (11) Personal Computer capable of running NDR software and Color Printer.

1028.03 -- Acceptance Requirements

1. Volumetric Mix Design

- a. The job mix formula shall be determined from a mix design for each mixture. A volumetric mixture design in accordance with AASHTO PP 28 as modified within this special provision will be required. However, the mixture for the Superpave specimens and maximum specific gravity mixture shall be short-term aged for two hours.
 - (1) Practice for Short and Long-Term Aging of Hot Mix Asphalt (HMA), AASHTO R30
 - (2) Method for Preparing and Determining the Density of Hot Mix Asphalt Specimens by Means of the SHRP Gyrotory Compactor, AASHTO T312
- b. The optimum binder content shall be the binder content that produces 4.0 percent air voids at Ndes. The design shall have at least four binder content points, with a minimum of two points above and one point below the optimum. Submitted with the design will be plots showing the values of Air Voids, VMA, VFA and Density at the four binder contents. The amount of uncompacted mixture shall be determined in accordance with AASHTO T209. For Type SPS Asphaltic concrete the optimum binder content shall be that which produces air voids at Ndes of 1.5 percent to a maximum of 5.0 percent.
- c. The Contractor shall inform the Engineer when changes in mixture properties occur for any reason, such as, but not limited to, the result of changes in the types or sources of aggregates are made or when changes in grades, sources, properties or modification procedures (if modified) of PG Binders are made. These changes may require a new job mix formula, mix design and moisture sensitivity test. The new proposed job mix formula shall be in accordance with the requirements as stated above and submitted 5 working days prior to use for verification.
- d. Each Superpave mixture shall be tested for moisture sensitivity in accordance with AASHTO T 283. The loose mixture shall be short-term aged for two hours in accordance with AASHTO R30. The 6-inch (152-mm) specimens shall be compacted in accordance with AASHTO T 312 to seven percent air voids at 95-mm in height and evaluated to determine if the minimum Tensile Strength Ratio (TSR) of 80 percent has been met. If the mixture has not met the minimum TSR value, an anti-stripping additive shall be added at a dosage rate, such that the mix will meet the minimum TSR of 80 percent. All data shall be submitted with the mix design verification request. For mixtures containing an anti-stripping additive; during production of Lot #1, the Contractor shall provide to the NDR Central laboratory properly prepared gyratory samples for AASHTO T 283 testing. A TSR test result of less than 80 percent will require mixture modification(s) and a sample from subsequent lots will be tested until a TSR value of at least 80 percent is achieved. Moisture sensitivity testing is not required for Asphaltic Concrete Type SPS.

- (1) When tests indicate the need for an anti-stripping additive the Contractor shall be compensated for the cost of liquid anti-strip additive needed, as determined during mixture design verification, at the invoice price of the additive. Liquid anti-strip additives will be added to the PG Binder by the PG Binder Supplier.

e. Design Criteria:

- (1) The target value for the air voids of the asphaltic concrete design shall be 4 percent at the Ndes number of gyrations. For Type SPS Asphaltic concrete the air voids at Ndes shall be a minimum of 1.5 percent with a maximum of 5.0 percent.

**Table 1028.11
Gyratory Compaction Effort
(Average Design High Air Temperature \leq 39 degrees C)**

Asphaltic Concrete Type	Nini	Ndes	Nmax
SPS	6	40	62
SP1	7	68	104
SP2	7	76	117
SP3	7	86	134
SP4	8	96	152
SP4 Special	7	76	117
SP5	8	109	174

- (2) The design criteria for each mixture shall be determined from Tables 1028.12, 1028.13, and 1028.14.

Table 1028.12

Mix Criteria	SPS, SP1	SP2	SP3, SP4, SP4 Special, SP5
Voids In Mineral Aggregate	See Table 1028.13		
Voids Filled with Asphalt	See Table 1028.14		
%Gmm at Nini	91.5*	90.5	89.0
%Gmm at Nmax	98.0*	98.0	98.0

* No specification requirement for SPS, only %Gmm at Ndes = 95 to 98.5

**Table 1028.13
Voids in Mineral Aggregate
Criteria at Ndes**

Nominal Maximum Aggregate Size (Metric)	Minimum VMA, Percent*
3/8 inch (9.5 mm)	15.0
1/2 inch (12.5 mm)	14.0
3/4 inch (19 mm)	13.0

* No specification requirement for SPS

Table 1028.14
Voids Filled with Asphalt
Criteria at Ndes
(for mix design only)

Asphaltic Concrete Type	Design VFA, Percent
SPS	N/A
SP1	70 – 80
SP2	65 – 78
SP3	65 – 78
SP4	65 – 75
SP4 Special	65 - 75
SP5	65 – 75

2. The Contractor shall make Mix adjustments when:
 - a. Air voids, VMA, FAA, CAA or Binder content do not meet the currently approved criteria.
 - b. Surface voids create a surface and/or texture that does not meet the criteria of Sections 502 and 503 in the 1997 English and Metric Edition of the Standard Specifications.
 - c. Pavement does not meet any other design criteria.
 - d. Rutting occurs.

3. Mix adjustments at the plant are authorized within the limits shown in Table 1028.15 as follows:
 - a. The adjustment must produce a mix with the percent air voids and all other properties as stated in these specifications.
 - b. All adjustments must be reported to the Engineer.
 - c. The adjustment values in Table 1028.15 will be the tolerances allowed for adjustments from the NDR verified mix design “Combined Gradation” target values which resulted from production or mix design adjustments, but cannot deviate from Superpave gradation criteria, or violate restricted zone criteria specified in paragraph 2. I. (1) of Subsection 1028.02. Mix adjustments for individual aggregates, including RAP, greater than 25% of the original verified mix design proportion or greater than 5% change in the original verified mix design percentage, whichever is greater, may require the Contractor to submit a new mix design, as determined by the Engineer. The contractor is responsible for requesting new mix design targets as they approach these tolerances, failure to do so may result in a suspension of operations until a new mix design is approved.

Table 1028.15

Aggregate Adjustments	
Sieve Size	Adjustments
1 inch (25 mm), 3/4 inch (19 mm), 1/2 inch (12.5 mm), 3/8 inch (9.5 mm)	± 6%
No. 8 (2.36 mm), No. 16 (1.18 mm), No. 30 (600 μm), No.50 (300 μm)	± 4%
No. 200 (75 μm)	± 2%

4. Sampling and Testing:
- a. The Contractor shall take samples at frequencies identified by the Engineer, according to the NDR statistically based procedure. The samples shall be approximately 75 pounds (34 kg) and split according to NDR T-248 either at: 1) the sampling location, with the NDR taking custody of their sample at that time or 2) after being transported to the test facility in an insulated container, as determined by the Engineer. The details of sampling, location, splitting etc. shall be determined at the pre-construction conference.
 - b. All samples transported to the test facility and companion samples within the Lot shall be identified by attaching the lab calculation sheet from the superpave 2002 software, stored, and retained by the Contractor until the NDR has completed the verification testing process.
 - c.
 - (1) The sample shall be taken from the roadway, behind the paver before compaction or from the windrow.
 - (2) At least one QC sample shall be tested for every 750 tons (680 Mg) of plant produced mix.
 - (i) If, at the completion of the project, the final lot consists of less than 3,750 tons (3,400 Mg) of asphaltic concrete, 1 sample for each 750 tons (680 Mg) or fraction thereof, shall be taken and tested.
 - (3) Additional sampling and testing for the Contractor's information may be performed at the Contractor's discretion. Any additional testing will not be used in pay factor determination.
 - (4) At least 1 sample shall be taken between the first 110 tons (100 Mg) and 300 tons (270 Mg) at the following times: 1) at the project start-up, 2) when a test result, identified in Paragraph 4,h,(3) of Subsection 1028.03, is out of specification, and 3) when a substantial aggregate proportion or other major mix change has been made. This sample, when other than at start-up, will be in lieu of the next scheduled random sample location.

- (5) The Contractor will be notified what subplot sample must be tested for FAA and CAA according to the NDR random sampling schedule. The FAA and CAA may be sampled from the blended cold feed material but in addition the Contractor will be required to test FAA and CAA from a roadway sample using an ignition oven sample for correlation. If the coarse portion of the blend is all ledge rock the CAA tests can be waived. If the samples tested with the ignition oven meet the CAA and FAA minimum requirement, then the cold feed sample does not have to be tested. When both ignition oven and cold feed samples are being tested the acquisition of the samples shall be timed such that each sample represents, as close as possible, the same aggregate being fed into the plant.
- (6) For projects using RAP material the FAA shall be established as follows:

A RAP sample will be processed through an ignition oven and then combined with the proportioned amount of virgin aggregate defined by the mix design and then proceeding with FAA and CAA testing.
- d. The sample shall be compacted immediately while still hot (additional heating may be required to raise the temperature of the sample to compaction temperature).
- e. Each production sample shall be tested as follows:
 - (1) (i) Bulk Specific Gravity (Gmb) shall be determined for each specimen in accordance with AASHTO T 166- Bulk Specific Gravity of Compacted Bituminous Mixtures Using Saturated Surface Dry Specimens. One specimen shall be compacted for each production sample.
 - (2) One Theoretical Maximum Specific Gravity (Gmm) test for each production sample of uncompacted mixture shall be determined in accordance with AASTHO T 209 procedure 9.5.1. Weight in water - Maximum Specific Gravity of Bituminous Paving Mixtures.
 - (3) (i) The Blended Aggregate Bulk Specific Gravity (Gsb) shall be determined from a combined aggregate blend, including any RAP following ignition burn-off, on the + #4 and - #4 material. This test and recalculation will be required if the mix design changes according to the tolerances in Paragraph 3.c. of subsection 1028.03 and/or table 1028.15.
 - (ii) AASHTO T 84 - Specific Gravity and Absorption of Fine Aggregate.
 - (iii) AASHTO T 85 - Specific Gravity and Absorption of Coarse Aggregate.

- (4) The laboratory air voids shall be determined in accordance with the following:

Table 1028.16

$$\begin{aligned} \text{Gmb}(\text{corr})@N_{\text{any}} &= \text{Gmb}(\text{meas})@N_{\text{max}} \times (\text{height}@N_{\text{max}} \div \text{height}@N_{\text{any}}) \\ \% \text{Gmm}(\text{corr})@N_{\text{any}} &= 100 \times (\text{Gmb}(\text{corr})@N_{\text{any}} \div \text{Gmm}(\text{meas})) \\ \% \text{Air Voids}@N_{\text{any}} &= 100 - \% \text{Gmm}(\text{corr})@N_{\text{any}} \\ \text{VMA}@N_{\text{des}} &= 100 - (\text{Gmb}(\text{corr})@N_{\text{des}} \times P_s \div G_{\text{sb}}) \\ \text{VFA}@N_{\text{des}} &= 100 \times ((\text{VMA}@N_{\text{des}} - \% \text{Air Voids}@N_{\text{des}}) \div \text{VMA}@N_{\text{des}}) \\ \text{Measured} &= (\text{meas}) \\ \text{Corrected} &= (\text{corr}) \end{aligned}$$

5. (i) The percent of PG Binder shall be determined for each QC test. The percent of PG Binder will be computed by ignition oven results.
- (ii) The gradations shall be determined for each QC test using AASHTO T 30.
- (6) Except as noted in this Subsection, all sampling and testing shall be done as prescribed in the *NDR Materials Sampling Guide and Standard Method of Tests*.
- f. Testing Documentation:
- (1) All test results and calculations shall be recorded and documented on data sheets using the 2002 version of NDOR provided "Superpave" software. A copy containing complete project documentation will be provided to the Materials and Research Division at the completion of the project.
- g. QC Charts:
- (1) QC charts shall be posted at the asphalt production site and kept current with both individual test results and moving average values for review by the Engineer.
- (2) Control charts shall include a target value and specification limits.
- (3) As a minimum, the following values shall be plotted or reported on NDR provided software:
- (i) Laboratory Gyratory density
 - (ii) Ignition oven or cold feed aggregate gradations for all Superpave sieves will be reported.
 - (iii) PG Binder content shall be plotted to the nearest 0.1 percent by ignition oven results in accordance with AASHTO T 308.

- (iv) The theoretical maximum specific gravity (Rice) to the nearest 0.001 percent will be reported.
- (v) Laboratory Gyratory air voids at Ndes shall be plotted to nearest 0.1 percent. Laboratory Gyratory air voids, at Nini, Ndes and Nmax shall be reported to nearest 0.1 percent.
- (vi) FAA and CAA of the asphaltic concrete for both cold feed and ignition oven samples will be reported to the nearest 0.1 percent.
- (vii) VMA content shall be plotted to nearest 0.1 percent and VFA shall be reported to the nearest 0.1 percent.
- (viii) Dust to Binder ratio to the nearest 0.01 will be reported.

h. Independent Assurance (IA) Review of Testing:

- (1) The Contractor will allow NDR personnel access to their laboratory to conduct IA review of technician testing procedures and apparatus. Any deficiencies discovered in testing procedures will be noted and corrected.
- (2) During IA review, NDR personnel and the Contractor will split a sample for the purpose of IA testing. The sample(s) selected will be tested in the NDR Branch Laboratory. Any IA test results found to be outside of defined testing tolerances will be noted. The Contractor must then verify the testing apparatus and make corrections if the apparatus is out of tolerance.
- (3) Testing Tolerances
 - (i) Asphaltic Concrete and Asphaltic Concrete Aggregates.

Table 1028.17

Test	Tolerance
Asphalt Content by Ignition Oven	0.5%
Gyratory Density	0.020
Maximum Specific Gravity	0.015
Bulk Dry Specific Gravity (Gsb)	0.020
FAA	0.5%
CAA	10.0%
Field Core Density	0.020

(4) Aggregate Gradation (Blended Aggregate)

Table 1028.18

Size Fraction Between Consecutive Sieves, %	Tolerance
0.0 to 3.0	2%
3.1 to 10.0	3%
10.1 to 20.0	5%
20.1 to 30.0	6%
30.1 to 40.0	7%
40.1 to 50.0	9%

5. a. In response to tests results, the Contractor shall notify the Engineer whenever the process approaches the Specification limits.
- b. When any single test result(s), on the same mix property, from two consecutive QC samples fall outside the allowable production tolerances in Table 1028.19, the material represented by these tests will be accepted with a 20% penalty or rejected, as determined by the Engineer.

**Table 1028.19
Production Tolerances***

Test	Allowable Single Test Deviation from Specification
Voids in the Mineral Aggregate	- 0.75% to + 1.25% from Min.
Dust to Asphalt Ratio	None
Coarse Aggregate Angularity	- 5% below Min.
Fine Aggregate Angularity	- 0.50% below Min.

* These tolerances are applied to the mix design specification values, not the submitted mix design targets.

- c. The Contractor shall assume the responsibility to cease operations when specifications other than those stated in Table 1028.19 are not being met and production shall not be started again without approval of the Engineer.
6. Verification Sampling and Testing:
- a. The NDR will select and test at random one of the subplot samples (750 tons, 680 Mg) within a Lot (3750 tons, 3400 Mg) for verification and report results in a timely manner.
- b. The results of Contractor QC testing will be verified by NDR verification tests. On any given Lot, if the results of Air Void verification testing and its companion QC testing are within 1.4 percent air voids, the Air Void verification for the entire Lot is complete and the Contractor test results will be used to determine the pay factors. If the Air Void verification test results

and the companion QC test results are outside the above tolerance, the results from the verification test will be used to determine the pay factor for that subplot. Any or all of the remaining four NDR subplot samples may be tested and the NDR subplot test results may be applied to the respective sublots and the resulting pay factors will apply.

- c. When verification test results show a consistent pattern of deviation from the QC results, the Engineer may cease production and request additional verification testing or initiate a complete IA review.
- d. If the project personnel and the Contractor cannot reach agreement on the accuracy of the test results, the Materials and Research Laboratory will be asked to resolve the dispute, which will be final.

7. Acceptance and Pay Factors

- a. Acceptance and pay factors for Asphaltic Concrete Type SPS will be based on compacted in place average density.
- b. Acceptance and pay factors for Asphaltic Concrete Type SP1, SP2, SP3, SP4, SP4 Special and SP5 will be based on single test air voids, running average air voids, compacted in place average density, and production tolerances pay factor as stated in Paragraph 5.b. subsection 1028.03
 - (1) When there is a production tolerance pay factor penalty as stated in Paragraph 5.b. subsection 1028.03 this penalty percentage will be subtracted from the percent pay for single test air voids for each subplot affected. These three individual pay factors will then be multiplied by each other to determine a total pay factor for each subplot [(750 tons) (680 Mg)].

8. Asphaltic Concrete Air Voids

- a. Normally, 1 sample for testing will be taken from each subplot [(750 tons) (680 Mg)] at locations determined by the Engineer.
- b. The pay factors for the single test air voids and moving average of four air voids pay factors will be determined in accordance with table 1028.20.
- c. If the average air voids pay factor is (50% or reject) the NDR will have the first option of accepting or rejecting the asphaltic concrete represented in this subplot. If the NDR accepts this subplot the Contractor will have the second option of replacing this asphaltic concrete for no pay on the removal and for whatever pay factor that applies to the replacement.
- d. In the case of removal, the foremost limits of the removal will be defined as the tonnage (mass) at which the production and placement was halted and a design change was made. The rear limits will be at the tonnage (mass) where linear interpolation with the previous test return to an accepted range and out of rejection limits or at the limit(s) of the defective material as determined by additional core samples taken and tested by the Contractor which show result(s) in an acceptable range and out of rejection limits to the satisfaction of the Engineer.

Table 1028.20

Acceptance Schedule Air Voids - N_{des}		
Air voids test results	Moving average of four	Single test
Less than 1.5%	Reject	Reject
1.5% to less than 2.0%	Reject	50%
2.0% to less than 2.5%	50% or Reject	95%
2.5% to less than 3.0%	90%	95%
3.0% to less than 3.5%	100%	100%
3.5% to 4.5%	102%	104%
Over 4.5% to 5.0%	100%	100%
Over 5.0% to 5.5%	95%	95%
Over 5.5% to 6.0%	90%	95%
Over 6.0% to 6.5%	50% or Reject	90%
Over 6.5% to 7.0%	Reject	50%
Over 7.0%	Reject	Reject

9. Asphalt Concrete Density Samples:
- a. Density tests will be performed by the Contractor under direct observation of NDR personnel. The Contractor will establish the method of testing in the preconstruction conference and shall be tested in accordance with the AASHTO T 166 or NDR T 587. The Contractor will insure that the proper adjustment bias and/or correction factors are used and accessible to NDR personnel along with all other inputs when NDR T 587 is selected. All correlation factors and test results shall be generated and reported on the NDOR Density spreadsheet. All disputed values determined using NDR T 587 shall be resolved using AASHTO T 166.

- b. Density of samples shall be determined by comparing the specific gravity of the core sample to the Maximum Specific Gravity (Rice) as follows:

$$\% \text{ Density} = \frac{\text{Specific Gravity of Core}}{\text{Maximum Mix Specific Gravity (Rice)}} \times 100$$

where:

$$\text{Sp. Gr. of Core} = \frac{\text{Wt. of Core in Air}}{\text{Wt. of SSD Core} - \text{Wt. of Core in Water}}$$

$$\text{Maximum Mix Specific Gravity (Rice)} = \frac{\text{Wt. of Mix in Air}}{\text{Wt. of Mix in Air} - \text{Wt. of Mix in Water}}$$

Note: The individual QC test value of the Maximum Mix Specific Gravity (Rice) will be used to calculate the density of each corresponding core.

- c. Either 4 inch (100 mm) or 6 inch (150 mm) diameter core samples shall be cut by the Contractor the first day of work following placement of the mixture.
- d. Normally, 1 sample for determination of density will be taken from each subplot (750 tons) (680 Mg) at locations determined by the Engineer.
- e. The theoretical maximum density for each lot (3,750 tons) (3,400 Mg) shall be calculated using AASHTO T 209.
- f. The average density of the lot shall be used to compute the pay factor for density. Exceptions to the sampling and testing of core samples for the determination of density are as follows:
- (1) When the nominal layer thickness is 1 inch (25 mm) or less, the sampling and testing of density for this layer will be waived.
 - (2) When the average thickness of the 5 cores for a lot is 1 inch (25 mm) or less, the testing of density samples for this lot will be waived.
 - (3) When the nominal layer thickness and the average of the original 5 cores for a lot are both more than 1 inch (25 mm), but some of the cores are less than 1 inch (25 mm) thick, additional cores shall be cut at randomly selected locations to provide 5 samples of more than 1 inch (25 mm) thickness for the determination of the pay factor for density.
- g. For the first lot (3,750 tons) (3,400 Mg) of asphaltic concrete produced on a project and for asphaltic concrete used for temporary surfacing, the pay factor for density shall be computed in accordance with Table 1028.21. After the completion of the first lot, the pay factor for density shall be computed in accordance with Table 1028.22.

- h. (1) If, at the completion of the project, the final lot consists of less than 3,750 tons (3400 Mg) of asphaltic concrete, a minimum of 3 samples, or 1 sample for each 750 tons (680 Mg) or fraction thereof, whichever is greater, shall be taken and tested for density.
- (2) The test results shall be averaged and the density pay factor based on the values shown in Table 1028.22.
- (3) Should the average of less than 5 density tests indicate a pay factor less than 1.00, additional density samples to complete the set of five shall be taken at randomly selected locations and the density pay factor based on the average of the 5 tests.

Table 1028.21

Acceptance Schedule Density of Compacted Asphaltic Concrete (First Lot)	
Average Density (5 Samples, Percent of Voidless Density)	Pay Factor
Greater than 90.0	1.00
Greater than 89.5 to 90.0	0.95
Greater than 89.0 to 89.5	0.70
89.0 or Less	0.40 or Reject

Table 1028.22

Acceptance Schedule Density of Compacted Asphaltic Concrete (Subsequent Lots)	
Average Density (5 Samples, Percent of Voidless Density)	Pay Factor
Greater than 92.4	1.00
Greater than 91.9 to 92.4	0.95
Greater than 91.4 to 91.9	0.90
Greater than 90.9 to 91.4	0.85
Greater than 90.4 to 90.9	0.80
Greater than 89.9 to 90.4	0.70
89.9 or Less	0.40 or Reject

- i. If requested by the Contractor, check tests for all density tests in the original set, taken no later than the working day following placement will be allowed in lots with a density pay factor of less than 1.00. No re-rolling will be allowed in these lots. Locations for checks tests will be determined by a new random sampling schedule provided by the Engineer. The average density obtained by the check tests shall be used to establish the density pay factor for the lot.

10. PG Binder Sampling
 - a. At least one sample (2-1 quart cans) (2-1 liter cans) of PG Binder will be sampled by the Contractor's QC Technician for every Lot (3750 tons) (3400 Mg) of asphalt concrete mixture produced.
 - b. Samples will be taken in accordance with NDR Standard Method T40.
 - c. The QC Technician will include on the Sample Identification form all information required by the contract.

**EMULSIFIED ASPHALT (CRS-2P)
(S10-11-0703)**

CRS-2P shall meet the specifications of AASHTO M-316 with the following changes:

Storage Stability	See Note 1
Cure Test	See Note 2
Penetration, 25°C (77°F), 100g, 5 sec	100-150
Ductility, 25°C (77°F), 5 cm/min	Min 40cm
Elastic Recovery (77°F), 5 cm/min	Min 55%
Polymer solids content	Delete
Storage Stability	See note "b" of AASHTO M 208
Sieve Test	See note "b" of AASHTO M 208
Evaporation residue	
Distillation will be used for residue percentage determination and all residue testing. The distillation will be taken to 500± 5°F, and held for 15 minutes and in accordance with AASHTO T 59.	

Notes:

1. Storage Stability. In addition to requirements of AASHTO T-59, on examination of the test cylinder after the emulsion has been standing undisturbed for 24 hours the surface shall show no white milky colored substance but shall be a homogeneous brown color throughout.
2. The cure test is performed as follows: Pour approximately 1 gram of CRS-2P emulsion onto a metal surface (lid of a 3 oz. Ointment tin). Allow the test sample to cure at temperatures of at least 80°F. under a heat light for 4 hours. The outdoors sunlight may be used as a testing site. After the 4-hour curing period, the CRS-2P emulsion shall have no tackiness or tendency to stick to the fingers when pressed.

FLY ASH STABILIZED BITUMINOUS

Description:

This work shall consist of constructing a fly ash stabilized bituminous base course, consisting of the entire thickness of the existing bituminous pavement material and approximately 1 inch of the base material. Produce the stabilized base course by pulverizing and mixing the bituminous pavement and base with fly ash, water and set retarder. Spread and compact the mixture in accordance with these specifications, as shown on the plans or directed by the Engineer.

Materials:

These materials shall conform to the following requirements:

Material	Requirements -
Fly Ash Type C	Approved Sources
Set Retarder	Approved by the Materials and Research Engineer
Water	Section 1005 of the Standard Specifications

The pulverized bituminous material shall meet the following gradation requirements:

Sieve Size	Percent Passing
1 1/2"	100

Fly Ash Stabilized Bituminous - Mix Design

Mixture Parameter	Requirements Tolerance –	
Reclaimed Asphalt Pavement (%)	100.0	NA
Fly Ash by Wt. of RAP (%)	10.0	+/-5.0
Set Retarder by Wt. of Fly Ash (%)	1.0	*
Total Water by Wt. of RAP and Fly Ash (%)	5.0	**

* Based on the Contractors ability to obtain a suitable mix (a mix that has no "set-up" within 30 minutes of the addition of water to the mix).

** As determined by the Mix Design.

A one-gallon sample of the Fly Ash, a 60 pound sample of the RAP and a 10 pound sample of the soil must be submitted to the NDR Materials & Research Central Laboratory for Mix Design a minimum of the 30 days prior to beginning Fly Ash Stabilized Bituminous production.

Construction Requirements:

The Fly Ash shall be applied to the asphalt surface with a spreading device capable of uniformly spreading the amount required. The Fly Ash Stabilized Bituminous operation shall be suspended when winds create an excessive amount of blowing dust or fly ash.

Pulverize the existing bituminous surfacing in such a manner that does not disturb the underlying material in the existing roadway.

Do not perform stabilization operation when the ambient temperature is less than or predicted to be less than 60 degrees F. Also, no construction is permitted when the weather is foggy, raining or if rain is expected to occur that day.

The Contractor shall schedule his operations so that the elapsed time between the initial mixing of the fly ash material and the completion of the final rolling pass does not exceed 30 minutes. If the 30 minutes is exceeded on an uncompacted lift, the uncompacted material will be retreated as directed by the Engineer. If the Contractor is unable to obtain suitable laydown and compaction and/or comply with the 30-minute time limit, the Contractor may submit proposals to the Engineer that may include the use of alternate methods, alternate equipment or set retarding additives.

A test strip shall be completed to determine the rolling sequence that will attain the maximum density. If more than one test strip is constructed, the test strip with the highest density may remain in place as part of the completed work.

The test strip shall set up a rolling pattern that will obtain the maximum density. All roller coverage needed for this pattern shall be completed within 30 minutes to establish a density growth curve. A nuclear gauge will determine density. Rolling shall be discontinued whenever either of the two following conditions is met:

1. If consecutive coverage of the rollers fail to increase the density one pound per cubic foot.
2. Thirty minutes has elapsed from the time water was added to the fly ash.

NDOR personnel shall monitor the stabilized base density with a nuclear gauge. As a minimum, one nuclear density determination will be taken in each lane for every 1/2 mile.

Equipment:

A self-propelled reclaiming/stabilization machine to fully pulverize the existing asphalt pavement, underlying material and water, and mix the materials to produce a homogeneous material. The machine shall have a chamber with a rotor equipped with carbide-tipped cutter teeth and be capable of processing not less than an 8-ft. (2.4 m) width and to the depth required in each pass. The reclaimer shall be equipped with a spray bar for the addition of water. The machine shall have a visible depth gauge to allow for easy determination of the depth of pulverization and mixing.

A motor grader for aerating, spreading and final shaping of the recycled material shall be required. The motor grader shall have a cross slope indicator.

A minimum of one self-propelled double drum vibratory roller and one self-propelled pad foot compactor shall be required. The vibratory roller shall have a minimum operating weight of 18,000 pounds and a drum width of not less than 5.5 feet. The pad foot compactor shall be a vibratory, single drum padfoot roller with a minimum operating weight of 24,000 pounds. The rollers shall have watering systems to keep drums or tires wetted as required to prevent mixture pick-up.

A water truck for supplying water to the reclaiming/stabilization machines for addition of moisture, as needed, during the pulverization operation shall be required.

Preparation of Roadway:

Remove vegetation from cracks, joints and other areas such as along edges of the roadway to prevent the contamination of the reclaimed asphalt pavement during the stabilization operation. If foreign matter or debris exists (dirt, leaves, etc.), clean the roadway by power brooming.

Patching:

The Contractor will repair all areas in the recycled roadway that develop cracking and/or settlement after the cold recycling process. These repairs shall be by deep patching and completed prior to placement of the asphaltic concrete surfacing. The existing asphalt surfacing material, base and subgrade soil as required, shall be removed and replaced

with the type of asphaltic concrete being produced on the project at that time and property compacted to produce a stable repair.

Method of Measurement:

Fly Ash shall be measured for payment by the Ton.

Fly Ash Stabilized Bituminous will be measured for payment by the Station, measured along the project centerline.

Patching shall be measured for payment in accordance with Subsection 516.05 of the Standard Specifications.

Water applied at the direction of the Engineer shall be measured for payment in accordance with Paragraph 2. of Subsection 302.04 of the Standard Specifications.

Basis of Payment:

Roadway preparation and pulverization shall be paid for at the contract unit price per station for the item "Fly Ash Stabilized Bituminous". This price shall include the pulverization, processing, addition and mixing of the fly ash, shaping, compaction and finishing, vegetation removal, roadway sweeping, test strips and for all equipment, labor, tools, and incidentals necessary to complete the work.

Fly ash, shall be paid for at the contract unit price per Ton for the item "Fly Ash". This price shall be full compensation for furnishing, delivering, hauling, storing, all labor, equipment, tools and incidentals necessary to complete the work.

Patching measured as provided herein shall be paid for in accordance with Subsection 516.06 of the Standard Specifications.

Set retarder used will not be measured for payment, but shall be considered subsidiary to the item "Fly Ash".

Water used in fly ash stabilized bituminous shall be paid for at the contract unit price per MGal for the item "Water for Fly Ash Stabilization". This price shall be full compensation for furnishing, loading, hauling and delivering water; and for all labor, equipment, tools and incidentals necessary to complete the work.

**ARMOR COAT
(CRS-2P)**

Section 515 of the Standard Specifications is amended to include the following:

1. The rate of dilution of the emulsified asphalt will be 60 percent water and 40 percent emulsified asphalt. Blending of the emulsified asphalt must be done by the Supplier of the material at the terminal. The blend shall remain homogeneous for pumping and spraying application purposes.

2. The rate of application shall be approximately 0.23 to 0.28 gallons per square yard. The Engineer may adjust this rate as a result of the test strip or field results.
3. The grade of fog seal emulsion shall be CRS-2P that meets the following specifications prior to blending. A sample of the CRS-2P must be submitted to the Nebraska Department of Roads' Bituminous Laboratory for specification testing prior to the blending.

**TABULATION OF BORINGS
(FOR INFORMATION ONLY)**

Location	Distance Ft. Rt. or Lt. of CL	Field Depth Inches	Remarks
R.P. 35.0	6 Rt.	7.5	
R.P. 35.4	6 Lt.	10.0	
R.P. 37.0	6 Rt.	9.0	
R.P. 38.0	6 Lt.	11.5	
R.P. 39.0	6 Rt.	10.5	
R.P. 40.0	6 Lt.	9.5	
R.P. 41.0	6 Rt.	11.5	
R.P. 42.0	6 Lt.	10.5	
R.P. 43.0	6 Rt.	9.25	
R.P. 44.0	6 Lt.	8.75	
R.P. 45.0	6 Rt.	11.25	
R.P. 46.0	6 Lt.	11.5	
R.P. 47.0	6 Rt.	11.0	
R.P. 48.0	11 Lt.	11.5	
R.P. 49.0	6 Rt.	10.5	
R.P. 49.0	1 Rt.	10.25	
R.P. 50.0	3 Lt.	11.5	
R.P. 51.0	3 Lt.	10.5	Area of Fly Ash Stabilization
R.P. 51.8	2 Rt.	* 1.5	Area of Fly Ash Stabilization
			*Core broke up in hole

PERFORMANCE GRADED BINDER 64-28

The performance graded binder, PG64-28 for this project shall be a binder which incorporates a blend of base asphalt and polymer modifiers of either SBS or SBR modifiers or a modification system that does not incorporate any type of acid as the primary modifier.

PRE-CERTIFICATION

Approval for usage will be based on the following criteria. Approval must be given before construction can begin.

A sample of the binder to be used shall be submitted to the Materials and Research, Bituminous Laboratory for testing to insure the binder is of a modification system in which any type of acid is not the primary means of modification.

The sample must meet all MPI specifications with the exception of Direct Tension. In addition to MP1 specification testing, it shall also have a maximum phase angle of 75.0 degrees and a maximum $G^*/\sin \delta$ of 2.00 kPa.

The sample will be tested for Elastic Recovery per AASHTO T301 @ 77°F and shall have a recovery of a minimum 55% when tested on original unaged material.

The Department will base acceptance of the binder on the specifications as noted. The binder shall meet or exceed these specifications and MPI specifications as listed in the contract.

Throughout the duration of the project the binder shall meet or exceed these specifications as listed above in addition to MPI specifications as listed in the contract.

PROPOSAL GUARANTY (S1-38-0801)

As an evidence of good faith in submitting a proposal for this work or for any portion thereof as provided in the proposal form, the bidder must file with his proposal a bid bond, which must be executed on the Department of Roads' Bid Bond form, in the amount of 5 percent of the amount bid for any group of items or collection of groups for which the bid is submitted. Any alterations, conditions or limitations added to the Department of Roads' Bid Bond form will be unacceptable and cause the bid not to be opened and read.

* * * * *

N19INFOCT03

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