



# Public Works

LOS ANGELES COUNTY

**SPECIAL PROVISIONS,**

**UNIT PRICE BOOK,**

**SAMPLE AGREEMENT,**

**AND**

**INSTRUCTIONS TO BIDDERS**

**FOR**

**PROJECT ID NO. RMDJOC6636**

**PAVEMENT PRESERVATION (SEAL COATS), SOUTH LOS ANGELES COUNTY**

**JOB ORDER CONTRACT 6636**

Approved, MARK PESTRELLA, Director of Public Works

By   
Deputy Director

2/13/18  
Date

**PROJECT ID NO. RMDJOC6636**

**PAVEMENT PRESERVATION (SEAL COATS), SOUTH LOS ANGELES COUNTY**

**SPECIAL PROVISIONS**

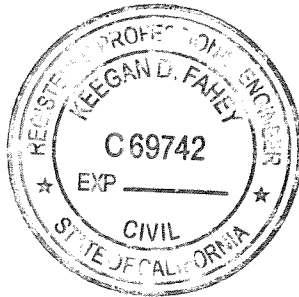
**SECTION TR – TECHNICAL PROVISIONS (ROADWAY)**

The following Special Provisions supplement and amend the Standard Specifications for Public Works Construction, 2018 Edition. As a reference convenience, these Special Provisions have been arranged into a format which parallels the Standard Specifications.

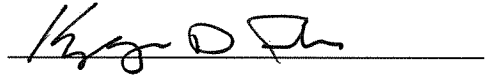
Prepared by:



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Date



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**SPECIAL PROVISIONS FOR PROJECT ID NO. RMDJOC6636**

**PART 2  
CONSTRUCTION MATERIALS**

**SECTION 203 – BITUMINOUS MATERIALS**

**203-4 MICROSURFACING.**

**203-4.2 Materials.** Add the following:

**203-4.2.4 Reclaimed Asphalt Pavement (RAP) Aggregate.**

**203-4.2.4.1 General.** RAP used to produce RAP microsurfacing aggregate shall conform to 203-6.2.5, except for sand equivalent, and the requirements shown in Table 203-4.2.4.1.

**TABLE 203-4.2.4.1**

<b>Tests</b>	<b>Test Method</b>	<b>Requirements</b>
Percentage Wear, 500 Revolutions <sup>1</sup>	ASTM C131	35% Maximum
Sand Equivalent	ASTM D2419	60 Minimum
Soundness (5 Cycles) <sup>1</sup>	ASTM C88	15% Maximum
Durability	CTM 229	55 Minimum

1. On RAP retained on No. 4 sieve.

**203-4.2.4.2 Grading.** The grading of the combined RAP aggregates shall conform to the requirements shown in Table 908-2.2.2.

**Table 908-4.2.4.2**

<b>Requirements</b>	<b>Un-Extracted RAP Aggregate</b>	<b>Extracted RAP Aggregate (ASTM D1856)</b>
	<b>% of Combined Aggregate Passing Sieves (ASTM C136)</b>	<b>% of Combined Aggregate Passing Sieves (ASTM C136)</b>
3/8" (9.5 mm)	100	100
No. 4 (4.74 mm)	95 – 100	95 - 100
No. 8 (2.36 mm)	65 – 85	70 - 90
No. 16 (1.18 mm)	35 – 60	50 - 75
No. 30 (600 µm)	18 – 38	35 - 55
No.50 (300 µm)	8 – 25	22 - 40
No. 100 (150 µm)	5 – 20	13 - 38
No. 200 (75 µm)	2 – 12	5 - 15
Residual Asphalt Content (ASTM 6307)		6.5% Min. (Based on dry weight of aggregate)



## **SPECIAL PROVISIONS FOR PROJECT ID NO. RMDJOC6636**

### **203-4.3 Mix Design.** Add the following:

In lieu of the requirements shown in Table 203-4.3 (A), microsurfacing mixtures containing RAP aggregate shall conform to the requirements shown in Table 203-4.3 (C).

**TABLE 203-4.3 (C)**

<b>Component</b>	<b>Amount</b>
Microsurfacing Emulsion	10.0% - 14.0%
Residual Asphalt	12.5% min. total by extraction
Additives	As needed.
Water	As needed to achieve proper mix consistency.

In addition to the requirements shown in Table 203-4.3 (B), microsurfacing mixtures containing RAP aggregate shall conform to the requirements shown in Table 203-4.3 (D).

**TABLE 203-4.3 (D)**

<b>Test</b>	<b>ISSA Test Method</b>	<b>Requirement</b>
Wet Track Abrasion Loss <sup>1</sup> One Hour Soak Six Day Soak	TB100	60 g/ft <sup>2</sup> (646 g/m <sup>2</sup> ) Maximum 75 g/ft <sup>2</sup> (807 g/m <sup>2</sup> ) Maximum
Slurry Seal Consistency (mm)	TB106	30 max.
Mix time	TB113	Controllable to 120 seconds min. at the maximum expected air temperature at the site during application.

For the requirements shown in Tables 203-4.3 (B) and (D), the wet track abrasion loss patty and lateral displacement strip must be hand rolled after drying to the touch (sample not sticking to the rolling pin) and prior to oven drying. WTAT patty shall be rolled by hand forward and backward, rotated 90 degrees, and repeated. Lateral displacement strip shall be rolled by hand forward and backward two times.

### **203-6 ASPHALT CONCRETE.**

#### **203-6.2 Materials.**

##### **203-6.2.1 Asphalt Binder.** Replace the first sentence with the following:

The asphalt binder to be mixed with the aggregate shall be paving asphalt conforming to 203-1. Unless otherwise shown on the Work Order Plans, the grade shall be as specified in Table 203-6.3.1.

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**TABLE 203-6.3.1**

<b>Area</b>	<b>Binder Grade</b>
South Coast (Los Angeles Basin, Santa Clarita Valley, Santa Monica Mountains)	PG 64-10
South Mountain (Angeles National Forest)	PG 64-16
High Desert (Antelope Valley)	PG 70-10

**203-12 ASPHALT RUBBER AND AGGREGATE MEMBRANE (ARAM).**

Add the following subsection:

**203-12.4 Acceptance.** Acceptance of asphalt rubber and screenings shall either be based on testing by the Agency for compliance with the Specifications, or by submission of a Certificate of Compliance conforming to 4-5, as determined by the Engineer.

If the screenings are produced at a plant 50 miles or less from the Work Order site, the Agency may test the screenings at the plant for compliance with the requirements of the Specifications. Testing, except for paving asphalt content, will be performed a minimum of 2 Working Days prior to the start of delivery of screenings to the Work Order site. Testing for paving asphalt content will be performed each day screenings are delivered to the Work Order site. The Engineer may waive the aforementioned testing and require submission of a Certificate of Compliance and supporting test data on screenings delivered to the Work Order site. Submission shall be within 5 Working Days of completion of ARAM placement.

If the screenings are produced at a plant greater than 50 miles from the Work Order site, the Contractor shall submit a Certificate of Compliance and supporting test data on screenings delivered to the Work Order site. Submission shall be within 5 Working Days of completion of ARAM placement.

If the asphalt rubber is produced on or adjacent to the Work Order site, the Agency may perform Haake viscometer testing on each batch produced. The Engineer may waive the aforementioned testing and require submission of a Certificate of Compliance and supporting Haake viscometer test data for each batch of asphalt rubber produced and placed on the Work Order. Submission shall be within 5 Working Days of completion of ARAM placement.

If the asphalt rubber is produced greater than 50 miles from the Work Order site, the Agency will perform Haake viscometer testing at the Work Order site once the asphalt rubber is at the test temperature. Asphalt rubber which fails to conform to the requirements of the Specifications at the Work Order site will not be accepted for use on the Work Order.

**SPECIAL PROVISIONS FOR PROJECT ID NO. RMDJOC6636**

**SECTION 211 - MATERIAL TESTS**

**211-1 COMPACTION TESTS.**

**211-1.1 Laboratory Maximum Density.** Replace the second and third paragraphs with the following:

Compaction tests will be performed in accordance with ASTM D1557 using the appropriate procedure based on the materials gradation where applicable. The Engineer may specify another procedure within this test; require the use of another test procedure; or specify a specific compaction method to be used where this test is not applicable.

All reported maximum densities shall be based on dry unit weight. However, the Engineer may modify the procedure in ASTM D1557, at its option, to calculate a relative compaction at the site based on adjusted laboratory maximum wet density to give the Contractor an indication of the achieved relative compaction. The adjusted laboratory maximum wet density will be calculated as follows:

**211-1.3 Relative Compaction.** Replace the entire subsection with the following:

The words "Relative Compaction" shall mean the ratio of the field dry density to the laboratory maximum dry density expressed as a percentage.

**PART 3  
CONSTRUCTION METHODS**

**SECTION 300 - EARTHWORK**

**300-1 CLEARING AND GRUBBING.**

Add the following subsection:

**300-1.6 Construction and Demolition Debris Recycling.**

**300-1.6.1 General.** Consistent with the Agency's efforts to comply with the California Integrated Waste Management Act of 1989 (AB 939), the Contractor shall attempt to reduce, reuse, and/or recycle at least 50 percent by weight or volume or to the maximum extent feasible, the construction and demolition debris (debris) generated by this Contract thereby diverting the debris from disposal facilities, saving landfill space, and conserving virgin materials and natural resources.

**300-1.6.2 Definitions.**

1. **"Construction and Demolition Debris (Debris)"** means materials resulting from building, construction or demolition-related activities such as excavation, grading, land clearing, renovation, repair, road work and site cleanup which are considered solid waste pursuant to Section 40191 of the California Public Resources Code.

## **SPECIAL PROVISIONS FOR PROJECT ID NO. RMDJOC6636**

The materials include, but are not limited to, asphalt, brick, cardboard, carpet, cinder block, concrete, concrete with reinforcement bars, drywall, excavated materials, fixtures and fittings, glass, gravel, green waste, metal, mixed rubble, packaging materials, paper, plastics, porcelain, road work materials, roofing materials, rock, sand, site clearance materials, soil, trees, tree stumps and other vegetative matter, stones, and wood waste.

2. **"Deconstruction"** means the process of carefully dismantling a structure, piece by piece prior to or instead of conventional demolition, to maximize the recovery of building materials for reuse and/or recycling.
3. **"Delivery Site"** means a recycling facility as defined in Subsection E.14 and recycling or reuse site as defined in Subsection E.15 or any place, including a transfer station as defined in Subsection E.20 where the debris is delivered for the sole purpose of reuse and/or recycling in a manner acceptable to the Agency.
4. **"Disposal"** means the process of disposing of debris at a Disposal Facility.
5. **"Disposal Facility"** means a Landfill or any location where the debris is taken for "Transformation" as defined.
6. **"Generation"** means the quantity of debris produced by the Work before the debris is reused and/or recycled.
7. **"Green Waste"** means all vegetative cuttings, shrubs, stumps, logs, brush, tree trimmings, grass, and related materials which have been separated from other solid waste.
8. **"Landfill"** means a solid waste disposal facility that accepts solid waste for land disposal and is operating under a current Solid Waste Facility Permit issued by a local enforcement agency as defined in Section 40130 of the California Public Resources Code and concurred upon by the California Integrated Waste Management Board.
9. **"Recyclable"** means material that still has useful physical or chemical properties after serving its original purpose and that can be reused or re-manufactured into additional products.
10. **"Recycle or Recycling"** means the process of collecting, sorting, cleansing, treating, and reconstituting materials that would otherwise become solid waste and returning them to the economic mainstream in the form of raw materials for new, reused, or reconstituted products which meet the quality standards necessary to be used in the marketplace, and in a manner acceptable to the Agency. "Recycle" or "Recycling" does not include Transformation.
11. **"Recycling Facility"** means any facility (except a transformation facility) whose principal function is to receive, store, convert, separate, or transfer recyclable materials for processing.

## **SPECIAL PROVISIONS FOR PROJECT ID NO. RMDJOC6636**

12. **"Recycling or Reuse Site"** means any place other than a recycling facility acceptable to the Agency for recycling and/or reuse of debris.
13. **"Reduce"** means any action which causes a net reduction in the generation and/or disposal of solid waste.
14. **"Reuse"** means the use, in the form as it was produced, and in a manner acceptable to the Agency of material which might otherwise be discarded into a Disposal Facility.
15. **"Site Clearance Material"** means materials such as trees, brush, earth, mixed concrete, rubble, sand, steel, extraneous paper, plastics, and other waste materials generated from site clearance.
16. **"Source Separation"** means the segregation, by the generator, of materials designated for separate collection for materials recovery or special handling.
17. **"Transfer Station"** means a facility utilized to receive solid wastes and to temporarily store, separate, convert, or otherwise process the materials in the solid wastes, and/or to transfer the solid wastes directly from smaller to larger vehicles or railroad trains for transport.
18. **"Transformation"** means incineration, pyrolysis, distillation, gasification, or biological conversion other than composting.
19. **"Wood Waste"** means solid waste consisting of wood pieces or particles which are generated from the manufacturing or production of wood products, harvesting, processing or storage of raw wood materials, or construction or demolition activities.

**300-1.6.3 Recycling Summary.** The Contractor shall prepare and submit a Recycling Summary report using the form included as Attachment 1 summarizing the disposal, reuse, and/or recycling activities which occurred throughout the Contract duration. This report shall be first faxed to the number shown on the report and also submitted to the Agency within 30 Days after field acceptance of the Work Order.

Failure of the Contractor to submit the Recycling Summary within the time specified will result in damages being sustained by the Agency. Such damages are, and will continue to be, impracticable and extremely difficult to determine. For failure to submit the Recycling Summary within the time specified, the Contractor shall pay to the Agency, or have withheld from monies due it, the sum of \$10,000.

Execution of the Contract shall constitute agreement by the Agency and Contractor that \$10,000 is the minimum value of the costs and actual damage caused by the failure of the Contractor to submit the Recycling Summary within the time specified. Such sum is liquidated damages and shall not be construed as a penalty, and may be deducted from payments due the Contractor.

## **SPECIAL PROVISIONS FOR PROJECT ID NO. RMDJOC6636**

### **300-1.6.4 Payment.** Add the following:

Payment for construction and demolition debris recycling shall be considered as included in the Adjusted Stipulated Unit Price for the various Bid items. As part of the Recycling Summary report, the Contractor shall fill in the blank after the "Construction Demolition and Debris Recycling Requirements Cost:" This cost shall be the incremental cost of complying with the aforementioned requirements. This cost will be used for information gathering purposes only and not for purposes of payment to the Contractor.

### **300-2 UNCLASSIFIED EXCAVATION.**

#### **300-2.8 Measurement.** Add the following:

h) Removal of bituminous pavement.

### **300-4 UNCLASSIFIED FILL.**

**300-4.9 Measurement and Payment.** Replace the entire subsection with the following:

There will be no separate payment for any Unclassified Fill. Payment for such fill shall be considered as included in the Adjusted Stipulated Unit Price for "UNCLASSIFIED EXCAVATION."

## **SECTION 301 - TREATED SOIL, SUBGRADE PREPARATION, AND PLACEMENT OF BASE MATERIALS**

### **301-1 SUBGRADE PREPARATION.**

#### **301-1.1 General.** Add the following:

This subsection shall also govern the preparation of subgrade material prior to the placement of the new asphalt concrete pavement. The Work Order Plans show areas in which the existing asphalt concrete pavement is to be removed and replaced with new asphalt concrete pavement ("dig-outs").

After removal of the existing asphalt concrete pavement, the subgrade shall be graded and compacted to accommodate the new asphalt concrete pavement. Additional subgrade material shall be placed, or excess subgrade material removed, as necessary, to achieve the subgrade tolerance specified in 301-1.4.

#### **301-1.7 Payment.** Add the following:

Payment for preparing the subgrade prior to placement of new asphalt concrete pavement shall be considered as included in the Adjusted Stipulated Unit Price for "AC PAVEMENT (DIGOUTS)."

## **SPECIAL PROVISIONS FOR PROJECT ID NO. RMDJOC6636**

### **301-2 UNTREATED BASE.**

#### **301-2.1 General.** Add the following:

This subsection shall also govern the preparation of existing base material prior to the placement of the new asphalt concrete pavement. The Work Order Plans show areas in which the existing asphalt concrete pavement and a portion of the existing base material is to be removed and replaced with new asphalt concrete pavement.

After removal to the depth shown on the Work Order Plans, the existing base material shall be graded and compacted to accommodate the new asphalt concrete pavement. Additional base material shall be placed, or excess base material removed, as necessary, to achieve the tolerance specified in 301-2.3.

#### **301-2.4 Measurement and Payment.** Add the following:

Payment for preparation of existing base material prior to placement of new asphalt concrete pavement shall be considered as included in the Adjusted Stipulated Unit Price for "AC PAVEMENT (DIGOUTS)."

Payment for crushed miscellaneous base will be made at the Adjusted Stipulated Unit Price for "CRUSHED MISCELLANEOUS BASE."

## **SECTION 302 – ROADWAY SURFACING**

### **302-3 MICROSURFACING.**

#### **302-3.1 General.** Add the following:

At the Contractor's option, the microsurfacing mixture may contain reclaimed asphalt pavement (RAP) aggregate.

#### **302-3.3 Continuous-Flow Mixers.**

##### **302-3.3.2 Mixer-Spreader Trucks.** Add the following:

Mixer-spreader trucks shall not be operated unless low-flow and no-flow devices and revolution counters are in good working condition and functioning and metal guards are in place.

Aggregate feeders shall be connected directly to the drive on the emulsion pump. The drive shaft of the aggregate feeder shall be equipped with a revolution counter reading to the nearest one-tenth of a revolution.

## **SPECIAL PROVISIONS FOR PROJECT ID NO. RMDJOC6636**

The identifying number of each machine shall be a minimum of 3 inches in height, located on the front and rear of the vehicle.

### **302-3.3.3 Continuous Mixer-Spreader Machines.** Add the following:

Machines shall not be operated unless low-flow and no-flow devices and revolution counters are in good working condition and functioning and metal guards are in place.

Aggregate feeders shall be connected directly to the drive on the emulsion pump. The drive shaft of the aggregate feeder shall be equipped with a revolution counter reading to the nearest one-tenth of a revolution.

The identifying number of each machine shall be a minimum of 3 inches in height, located on the front and rear of the vehicle.

### **302-3.6 Scheduling, Public Convenience, and Traffic Control.** Add the following:

In addition to the requirements of 601 of Section TC of the Special Provisions, the Contractor shall comply with the following requirements:

- c) Microsurfacing shall only be applied to half the width of the traveled way at a time. The remaining half width shall be kept free of obstructions and open for use by public traffic at all times.
- d) When the newly completed surface treatment is open to public traffic, traffic shall be controlled by the use of flaggers and a pilot car for a period of 6 hours or for such time as deemed necessary by the Engineer as follows:
  - i) Station a flagger at the beginning of each newly completed section, to stop oncoming traffic preparatory to piloting operations. Keep the flaggers on duty during the entire control period.
  - ii) Move traffic control as described above, ahead progressively as the newly completed surface is open to traffic.

### **302-3.8 Mixing, Spreading, and Application.** Add the following to Table 302-3.8:

<b>Microsurfacing Type</b>	<b>Location</b>	<b>Spread Rate (lbs./yd<sup>2</sup>)</b>
Type II over Chip Seal	Full Lane Width	22-26
RAP Aggregate	Full Lane Width	15-22

Add the following:

After spreading and application, microsurfacing containing RAP aggregate shall be rolled with 3 passes of a pneumatic roller conforming to 302-2.3.5 of the SSPWC except the minimum tire pressure shall be 60 pounds per square inch.



## **SPECIAL PROVISIONS FOR PROJECT ID NO. RMDJOC6636**

### **302-3.10 Measurement.** Add the following:

The Contractor shall submit to the Engineer, no later than noon of the first Working Day following the day of delivery, licensed weighmaster certificates showing the weight of each type of aggregate and microsurfacing emulsion (MSE) delivered to the Work Order stockpile site. Only aggregate and MSE intended for use on the Work Order shall be delivered to the Work Order stockpile site. Deliveries shall not be made on Saturday, Sunday, or holidays unless otherwise approved by the Engineer. Prior to completion of the Work Order, the Contractor shall also submit to the Engineer licensed weighmaster's certificates showing the weight of each type of aggregate and MSE remaining at the Work Order stockpile site. Payment will be determined by deducting the remaining weight of each type of aggregate and MSE from the total weight of each type of aggregate and microsurfacing emulsion delivered to the Work Order stockpile site. The Engineer will compare this quantity to the quantity calculated by multiplying the number of loads spread by each continuous-flow mixer times the net weight capacity of each mixer. The Engineer will adjust the calculated weight for partial loads. If there is an unaccountable difference between the respective weights, final measurement will be determined by the Engineer using the method showing the lesser weight of each type of aggregate used.

The Contractor shall furnish, operate, maintain, and remove portable scales at the stockpile site. Scales shall be calibrated, certified, and sealed after installation and prior to initial use by a State of California Department of Food and Agriculture, Division of Measurement Standards, Registered Service Agency. A listing of registered service agencies is available at the following:

<https://www.cdffa.ca.gov/dms/programs/rsa/rsalistings/rsaListings.html>

Upon completion of the Work, the Contractor shall determine the net weight of the remaining dry aggregate and MSE in the presence of the Engineer.

**302-3.11 Payment.** Replace the first sentence of the first paragraph with the following:

Payment for microsurfacing will be made at the Adjusted Stipulated Unit Price per ton for "MICROSURFACING (TYPE II)" and "MICROSURFACING (TYPE III)."

Payment for microsurfacing produced with RAP aggregate will be made at the Adjusted Stipulated Unit Price per ton for "MICROSURFACING (TYPE II)."

No separate or additional payment will be made for portable scales.

### **302-4 SLURRY SEAL SURFACING.**

#### **302-4.3 Continuous-Flow Mixers.**

##### **302-4.3.1 General.** Add the following:

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Prior to the beginning of slurry seal surfacing operations, the Contractor shall furnish current licensed weighmaster's certificates indicating the net weight capacity of the aggregate bin of each mixer. Except for partial loads to complete a day's schedule, or for patching, each mixer shall be filled to its rated capacity and the Engineer and the Contractor shall each keep a daily count of the number of loads and/or partial loads applied to the surface of the existing pavement by each mixer. Each aggregate bin shall have permanent calibration marks in maximum increments of 2 tons.

### **302-4.3.4 Calibration.**

#### **302-4.3.4.1 General.** Add the following:

The calibration report shall be submitted in accordance with 3-8.4 and 6-1.2 of Section G.

### **302-4.5 Scheduling, Public Convenience and Traffic Control.** Add the following:

"No parking" signs will be furnished by the Agency. The Contractor shall only post those furnished by the Agency unless otherwise approved or directed by the Engineer.

### **302-4.6 Emulsion-Aggregate Slurry (EAS).**

#### **302-4.6.4 Aggregate Application Rate.**

##### **302-4.6.4.1 General.** Add the following:

Type I aggregate shall be applied at a rate of 9 pounds per square yard and Type II aggregate shall be applied at a rate of 13 pounds per square yard unless otherwise specified on the Work Order Plans or directed by the Engineer. When placed over a chip seal or ARAM, Type II aggregate shall be applied at a rate of 19 pounds per square yard unless otherwise directed by the Engineer.

### **302-4.8 Spreading and Application.** Add the following:

The Contractor will be required to work around all existing utility facilities and to seal up to the edges of said facilities. During sealing operations, the Contractor shall cooperate with utility owners having surface facilities and shall cover and completely protect said facilities with roofing paper, polyethylene, or other suitable material. Raised pavement markers shall be removed or covered and completely protected as directed by the Engineer. The Contractor shall prevent slurry seal surfacing from being deposited on concrete surfaces and shall remove slurry seal surfacing from surfaces not designated to be sealed. Covering of slurry seal surfacing on concrete surfaces with sand, cement, or paint will not be acceptable.

### **302-4.9 Field Sampling and Testing.**

## **SPECIAL PROVISIONS FOR PROJECT ID NO. RMDJOC6636**

### **302-4.9.1 Field Sampling.** Add the following after the first paragraph:

In addition to the requirements in the paragraph above, the Agency will perform the Wet Track Abrasion Test, ASTM D3910 modified per 203-5.2 of the SSPWC, on field samples it obtains each day, the results of which will be used for administration of the provisions of 302-4.11.1 of the SSPWC. The Contractor may perform "referee" sampling on its behalf. Each referee sample shall be taken immediately before, during or after the sampling by the Agency. No changes in machine calibration will be allowed between sampling. The Agency will observe the referee sampling to insure compliance with specified procedures. The Agency shall be given the opportunity to observe the remaining portions of the WTAT to assure the accuracy of the referee test. The Contractor shall notify the Engineer at least 24 hours in advance of actual test performance. The referee WTAT shall be performed by an independent, certified laboratory. The results of each referee test will be compared to the respective test performed by the Agency. At the discretion of the Engineer, the referee test may be used as a basis to modify the result of the respective test performed by the Agency.

### **302-4.10 Measurement.**

#### **302-4.10.1 General.** Add the following:

The Contractor shall submit to the Engineer, no later than noon of the first Working Day following the day of delivery, licensed weighmaster certificates showing the weight of each type of aggregate and PME delivered to the Work Order stockpile site. Only aggregate and PME intended for use on the Work Order shall be delivered to the Work Order stockpile site. Deliveries shall not be made on Saturday, Sunday, or holidays unless otherwise approved by the Engineer. Prior to acceptance of the Work Order, the Contractor shall also submit to the Engineer licensed weighmaster's certificates showing the weight of each type of aggregate and PME remaining at the Work Order stockpile site. Payment will be determined by deducting the remaining weight of each type of aggregate and PME from the total weight of each type of aggregate and PME delivered to the Work Order stockpile site. The Engineer will compare this quantity to the quantity calculated by multiplying the number of loads spread by each continuous-flow mixer times the net weight capacity of each mixer. The Engineer will adjust the calculated weight for partial loads and deduct the quantity of each type of aggregate used to prevent tracking, if any. If there is an unaccountable difference between the respective weights, final measurement will be determined by the Engineer using the method showing the lesser weight of each type of aggregate used.

The Contractor shall furnish, operate, maintain, and remove portable scales at the stockpile site. Scales shall be calibrated, certified, and sealed after installation and prior to initial use by a State of California Department of Food and Agriculture, Division of Measurement Standards, Registered Service Agency. A listing of registered service agencies is available at the following:

<https://www.cdffa.ca.gov/dms/programs/rsa/rsalistings/rsaListings.html>

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Upon completion of the Work, the Contractor shall determine the net weight of the remaining dry aggregate and PME in the presence of the Engineer.

**302-4.10.2 Slurry Seal Mixed in Continuous-Flow Mixers.** Replace the entire paragraph with the following:

Slurry seal surfacing mixed in continuous-flow mixers will be measured by the combined weight of the tons of dry aggregate, excluding mineral filler, and the tons of polymer modified emulsified asphalt (PME) used in the slurry seal mixture placed and accepted by the Engineer. The weight of added water, additives, and mineral filler used in the slurry seal mixture will not be included in the weight measured for payment. No deduction will be made for water in the aggregate and PME. Each combination of type of aggregate and PME will be measured for payment separately.

### **302-4.11 Payment.**

**302-4.11.2 Slurry Seal Mixed in Continuous-Flow Mixers.** Replace the first sentence with the following:

Payment for slurry seal mixed in continuous-flow mixers will be made at the Adjusted Stipulated Unit Price per ton for the total tonnage of each combination of type of aggregate and PME used in the Work Order.

Add the following:

No separate or additional payment will be made for referee testing or portable scales.

Payment for slurry seal surfacing composed of PME and Type I aggregate will be made at the Adjusted Stipulated Unit Price per ton for "TYPE I - PME SLURRY SEAL SURFACING."

Payment for slurry seal surfacing composed of PME and Type II aggregate will be made at the Adjusted Stipulated Unit Price per ton for "TYPE II - PME SLURRY SEAL SURFACING."

### **302-5 ASPHALT CONCRETE PAVEMENT.**

**302-5.1 General.** Add the following:

The Contractor shall schedule the paving work such that no longitudinal drop-offs on the pavement will remain overnight in the travelled way. Any transverse drop-offs on the pavement over 1 inch in height that will remain overnight shall be ramped with temporary AC pavement.

**302-5.5 Distribution and Spreading.** Replace the fourth paragraph with the following:

## **SPECIAL PROVISIONS FOR PROJECT ID NO. RMDJOC6636**

Asphalt concrete shall not be placed until the atmospheric temperature is a minimum of 55° F and rising, and the surface temperature of the underlying material is a minimum of 55° F. Asphalt concrete shall also not be placed during unsuitable weather.

Add the following after the sixth paragraph:

Fully automatic screeds will not be required.

### **302-5.6 Rolling.**

#### **302-5.6.2 Density and Smoothness.**

Replace “b)” in the third paragraph with the following:

- b) California Test Method 308, Method A (modified to use zinc stearate) when slabs or cores are taken for laboratory testing.

### **302-5.7 Joints.** Add the following:

Longitudinal joints shall coincide with traffic lane lines.

### **302-5.9 Measurement and Payment.** Add the following:

Payment for asphalt concrete pavement will be made at the Adjusted Stipulated Unit Price for “AC PAVEMENT (DIGOUTS).”

## **302-10 ASPHALT RUBBER AND AGGREGATE MEMBRANE.**

### **302-10.1 Application.** Add the following before the first paragraph:

The Contractor or Subcontractor placing the ARAM shall hold a valid permit to operate from the jurisdictional air quality agency at the time of submission of the Bid and at all times during ARAM placement. Prior to award of the Contract, the Contractor shall submit a copy of the valid permit to the Engineer.

The Contractor shall be solely responsible for delays and associated cost increases due to the Contractor's or its Subcontractor's failure to maintain a valid permit to operate, and for any cessation in operations ordered by the jurisdictional air quality agency.

Prior to application, the existing pavement surface shall be prepared as follows:

- a) Cracks wider than 1/4 inch shall be blown out with compressed air or a leaf blower.
- b) Weeds within cracks shall be removed.
- c) Herbicide shall be applied where the weeds were removed. The herbicide shall be “Roundup” by Monsanto or Agency-approved equal.
- d) The roadway shall be swept with a self-propelled street sweeper or kick broom.

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**302-10.5 Measurement and Payment.** Replace the entire subsection with the following:

Asphalt rubber and aggregate membrane will be measured by the square yard.

Payment for asphalt rubber and aggregate membrane will be made at the Adjusted Stipulated Unit Price per square yard for "ASPHALT RUBBER & AGGREGATE MEMBRANE (ARAM)." The Adjusted Stipulated Unit Price shall include pavement preparation, furnishing and applying asphalt rubber and screenings, rock dust blotter, and flush coat.

### **SECTION 314 – TRAFFIC STRIPING, CURB AND PAVEMENT MARKINGS, AND PAVEMENT MARKERS**

#### **314-2 REMOVAL OF TRAFFIC STRIPING AND CURB AND PAVEMENT MARKINGS.**

**314-2.1 General.** Replace the first sentence of the first paragraph with the following:

The Contractor shall remove existing thermoplastic traffic striping and pavement markings by grinding.

**314-2.2 Measurement.** Replace the entire subsection with the following:

Removal of thermoplastic traffic striping will be measured by the linear foot for each width of striping to be removed as listed on the Work Order.

Removal of pavement markings will be measured by the square foot (as shown on 2015 Caltrans Standard Plans A24A through A24E) as listed on the Work Order.

**314-2.3 Payment.** Replace the first sentence with the following:

Payment for removal of thermoplastic traffic striping will be made at the Adjusted Stipulated Unit Price per linear foot for each width of striping as listed on the Work Order.

Payment for removal of thermoplastic pavement markings will be made at the Adjusted Stipulated Unit Price per square foot of markings (as shown on 2015 Caltrans Standard Plans A24A through A24E) as listed on the Work Order.

**SPECIAL PROVISIONS FOR PROJECT ID NO. RMDJOC6636**

**PART 4  
EXISTING IMPROVEMENTS**

**SECTION 401 – REMOVAL**

**401-8 PAYMENT.** Add the following:

Payment for the removal of bituminous pavement will be made at the Adjusted Stipulated Unit Price for "UNCLASSIFIED EXCAVATION."

**SECTION 404 – COLD MILLING**

**404-1 GENERAL.** Add the following:

Full-width cold milling shall only be performed during days with a 48-hour clear weather forecast.

**404-9 TRAFFIC SIGNAL LOOP DETECTORS.** Replace the entire subsection with the following:

The Contractor shall notify the Engineer a minimum of 3 Working Days prior to the start of cold milling asphalt concrete pavement on any street containing traffic signal loop detectors. Upon notification, the Contractor shall allow the Agency 2 Working Days to mark the location of all existing loop detectors and place the affected traffic signals on fixed timing.

The Contractor shall schedule loop detector replacement work to begin immediately following the completion of paving operations.

**404-11 PAYMENT.** Add the following:

Payment for cold milling asphalt concrete pavement will be made at the Adjusted Stipulated Unit Price per square foot for "COLD MILL AC PAVEMENT (0 – 1-1/2")."

**SECTION 405 – MICRO-MILLING**

**405-7 PAYMENT.** Add the following:

Payment for micro milling will be made at the Adjusted Stipulated Unit Price per square foot for "MICRO-MILL AC PAVEMENT ( $\leq 1$ )."

Add the following:

**PART 9  
PAVEMENT PRESERVATION TREATMENTS**

**SECTION 904 – POLYMER MODIFIED EMULSION (PME) CHIP SEAL**

**904-1 GENERAL.** PME chip seal shall consist of the application of polymer modified emulsion, screenings, and a flush coat to existing roadway pavement.

**904-2 MATERIALS.**

**904-2.1 Polymer Modified Emulsion (PME).**

**904-2.1.1 General.** PME shall be PMCRS-2h conforming to the requirements shown in Table 203-3.4.5 (A).

**904-2.1.2 Certificate of Compliance.** In addition to the requirements of 203-3.5 of the SSPWC, each certificate shall show the shipment number, type of material, refinery, consignee, destination, quantity, density, Work Order title, purchase order number, and date of shipment.

PME shipped without a Certificate of Compliance will not be allowed to be used on the Work.

**904-2.2 Screenings.**

**904-2.2.1 General.** Screenings shall conform to 200-1.2.2 of the SSPWC except the “Percentage Wear (500 revolutions)” requirement shown in Table 200-1.2.2.1 shall be a maximum of 45.

The screenings size shown on the Work Order Plans denotes the seal coat type shown in Table 200-1.2.2.2.

**904-2.2.2 Reclaimed Asphalt Pavement (RAP) Screenings.** The Contractor may, at its option, furnish and apply screenings produced from RAP. RAP screenings shall be produced by crushing asphalt concrete pavement, be free of detrimental quantities of deleterious materials, and have a minimum sand equivalent of 80 when tested in accordance with California Test 217. Conformance to the requirements shown in Table 200-1.2.2.1 of the SSPWC is not required. Grading shall conform to the requirements shown in Table 200-1.2.2.2.

**904-2.3 Flush Coat.**

**904-2.3.1 Emulsified Asphalt.** Emulsified asphalt for fog seal coat shall be CQS-1h conforming to 203-3 of the SSPWC which may be diluted up to 50 percent with water. A Certificate of Compliance shall be submitted to the Engineer prior to application.



## **SPECIAL PROVISIONS FOR PROJECT ID NO. RMDJOC6636**

**904-2.3.2 Sand.** Sand for sand cover shall be sand for Portland cement concrete conforming to 200-1.5.3 of the SSPWC. A Certificate of Compliance shall be submitted to the Engineer prior to application.

**904-3 EQUIPMENT.** Equipment shall conform to 302-2.3 of the SSPWC.

**904-4 ROADWAY SURFACE PREPARATION.** Roadway surface preparation shall conform to 302-2.4 of the SSPWC.

**904-5 TEMPORARY TRAFFIC CONTROL.** Temporary traffic control shall conform to 302-2.5 of the SSPWC and 601 of Section TC.

### **904-6 APPLICATION AND SPREADING.**

**904-6.1 General.** Application and spreading shall only be performed when the pavement is clean and dry, wind conditions are such that uniform coverage will result, and rain is not imminent.

**904-6.2 Polymer Modified Emulsified Asphalt (PME).** Application of PME shall conform to 302-2.6.2 of the SSPWC and the following:

PME shall not be applied:

- a) until sufficient screenings are on hand to immediately cover the PME, or
- b) more than 500 feet ahead of completed initial rolling.

The Contractor shall schedule PME application such that the PME breaks (turns from brown to black) before:

- c) the atmospheric temperature falls below 55°F,
- d) the pavement temperature falls below 60°F, and
- e) the time the lane is to be opened to public traffic.

PME shall be applied to only one designated traffic lane at a time, and the full-width shall be covered in one operation.

***The initial rate of application shall be 0.30 gallon per square yard.*** The Contractor may propose a different initial rate. If so requested by the Engineer, the Contractor shall apply PME to 100-foot test strips to assist in determination. The initial rate, and any adjustments thereto during application, shall be subject to approval by the Engineer.

After application, PME shall completely and uniformly cover the underlying pavement and be free of streaks and voids.

**904-6.3 Screenings.** Spreading of screenings shall conform to 302-2.6.4 of the SSPWC and the following:

## **SPECIAL PROVISIONS FOR PROJECT ID NO. RMDJOC6636**

If screenings are stockpiled, any testing that may be performed by the Agency at the plant prior to stockpiling shall only be for the purpose of approving delivery to the Work site. Screenings not conforming to the requirements of the Contract Documents shall not be delivered to the Work site regardless of whether the Agency performs such testing. The Agency will perform testing on the stockpiled screenings, the results of which will determine if the screenings represented by such testing may be used in the Work.

Spreading shall begin immediately following application of the PME. ***The initial rate of spreading shall be 22 pounds per square yard.*** The Contractor may propose a different initial rate. If so requested by the Engineer, the Contractor shall spread screenings on 100-foot test strips at different rates to aid in determination. The initial rate shall be adjusted up or down as necessary to provide complete and uniform coverage over the PME and ensure that no bleeding occurs during rolling. The initial rate, and any adjustments thereto during spreading, shall be subject to approval by the Engineer.

**904-7 FINISHING.** Finishing shall conform to 302-2.7 of the SSPWC.

**904-8 FLUSH COAT.** Flush coat shall conform to 302-2.8 of the SSPWC and the following:

Emulsified asphalt shall be applied at a rate of ***0.03 to 0.06 gallon per square yard.*** The exact application rate shall be recommended by the Contractor and approved by the Engineer.

Sand shall be spread at a rate of 1 to 2 pounds per square yard. The exact spread rate shall be recommended by the Contractor and approved by the Engineer.

**904-9 MAINTENANCE.** Maintenance shall conform to 302-2.9 of the SSPWC.

**904-10 MEASUREMENT.** PME chip seal coat will be measured by the square yard for each type (size of screenings). Flush coat will be measured by the square yard.

Measurement will be made in accordance with 302-10 of the SSPWC.

**904-11 PAYMENT.** Payment will be made in accordance with 302-2.11 of the SSPWC and the following:

Payment for PME chip seal coat will be made at the Adjusted Stipulated Unit Price per square yard for "PME CHIP SEAL."

No additional payment will be made for increases in the application rate of PME or screenings ordered by the Engineer.

Payment for flush coat will be made at the Adjusted Stipulated Unit Price per square yard for "FLUSH COAT."

**SPECIAL PROVISIONS FOR PROJECT ID NO. RMDJOC6636**

**SECTION 905 – POLYMER MODIFIED REJUVENATING EMULSION  
(PMRE) CHIP SEAL**

**905-1 GENERAL.** PMRE chip seal coat shall consist of the application of polymer modified rejuvenating emulsion, screenings, and a flush coat to existing roadway pavement.

**905-2 MATERIALS.**

**905-2.1 Polymer Modified Rejuvenating Emulsion (PMRE).**

**905-2.1.1 General.** PMRE shall conform to the requirements shown in Table 905-2.1.1.

**TABLE 905-2.1.1**

<b>Test on Emulsion</b>	<b>Test Method</b>	<b>Specification</b>
Viscosity @ 50°C (SFS)	AASHTO T59	50 – 400
pH	ASTM E70	< 4.0
Sieve, w%, max.	AASHTO T59	0.1
Residue, w%, min.	AASHTO T59	65
Oil distillate, w%, max. (177°C)	AASHTO T59	0.5
<b>Test on Residue Recovered by Evaporation (AASHTO T59)</b>		
Penetration @ 4°C	ASTM D5	10 to 70
Elastic Recovery @ 25°C, %, min.	AASHTO T301	70
Toughness @ 25°C, inch-lbs., min.	ASTM D5801	110
Tenacity @ 25°C, inch-lbs., min.	ASTM D5801	75
Asphaltenes, % min.	AASHTO D2007	24

**905-2.1.2 Rejuvenating Agent.** The rejuvenating agent shall conform to the requirements shown in Table 905-2.1.2.

**Table 905-2.1.2**

<b>Test</b>	<b>Test Method</b>	<b>Requirements</b>
Viscosity, 140°F, CST	ASTM D2170	50-175
Flash Point, °F, COC	ASTM D92	380 Min.
Saturate, % by weight	ASTM D2007	30 Max.
Asphaltenes, % by weight	ASTM D2007	1.0 Max.
<b>Test on RTFOT Residue</b>		
Weight Change, %	ASTM D2872	6.5 Max.
Viscosity Ratio	ASTM D2170	3.0 Max.

## **SPECIAL PROVISIONS FOR PROJECT ID NO. RMDJOC6636**

**905-2.1.3 Certificate of Compliance.** A Certificate of Compliance conforming to 4-5 shall accompany each shipment of PMRE to the Work Order site and be submitted to the Engineer. In addition to the requirements of 4-5, the certificate shall show the shipment number, type of material, density, refinery, consignee, destination, quantity, Work Order title, purchase order number, and date of shipment.

PMRE shipped without a Certificate of Compliance will not be allowed to be used on the Work Order.

### **905-2.2 Screenings.**

**905-2.2.1 General.** Screenings shall conform to 200-1.2.2 of the SSPWC except the "Percentage Wear (500 revolutions)" requirement shown in Table 200-1.2.2.1 shall be a maximum of 45.

The screenings size shown on the Work Order Plans denotes the seal coat type shown in Table 200-1.2.2.2.

**905-2.2.2 Reclaimed Asphalt Pavement (RAP) Screenings.** The Contractor may, at its option, furnish and apply screenings produced from RAP. RAP screenings shall be produced by crushing asphalt concrete pavement, free of detrimental quantities of deleterious materials, and have a minimum sand equivalent of 80 when tested in accordance with California Test 217. Conformance to the requirements shown in Table 200-1.2.2.1 of the SSPWC is not required. Grading shall conform to the requirements shown in Table 200-1.2.2.2.

### **905-2.3 Flush Coat.**

**905-2.3.1 Emulsified Asphalt.** Emulsified asphalt for fog seal coat shall be CQS-1h conforming to 203-3 of the SSPWC which may be diluted up to 50 percent with water. A Certificate of Compliance conforming to 4-5 of the SSPWC shall be submitted to the Engineer prior to application.

**905-2.3.2 Sand.** Sand for sand cover shall be sand for Portland cement concrete conforming to 200-1.5.3 of the SSPWC. A Certificate of Compliance conforming to 4-5 of the SSPWC shall be submitted to the Engineer prior to application.

**905-3 EQUIPMENT.** Equipment shall conform to 302-2.3 of the SSPWC.

**905-4 ROADWAY SURFACE PREPARATION.** Roadway surface preparation shall conform to 302-2.4 of the SSPWC.

**905-5 TEMPORARY TRAFFIC CONTROL.** Temporary traffic control shall conform to 302-2.5 of the SSPWC and 601 of Section TTC.

### **905-6 APPLICATION AND SPREADING.**

## **SPECIAL PROVISIONS FOR PROJECT ID NO. RMDJOC6636**

**905-6.1 General.** Application and spreading shall only be performed when the pavement is clean and dry, wind conditions are such that uniform coverage will result, and rain is not imminent.

**905-6.2 Polymer Modified Rejuvenating Emulsion (PMRE).** Application of PMRE shall conform to 302-2.6.2 of the SSPWC and the following:

PMRE shall not be applied:

- a) until sufficient screenings are on hand to immediately cover the PMRE,
- b) more than 500 feet ahead of completed initial rolling.

The Contractor shall schedule PMRE application such that the PMRE breaks (turns from brown to black) before:

- c) the atmospheric temperature falls below 50°F,
- d) the pavement temperature falls below 60°F, and
- e) the time the lane is to be opened to public traffic.

PMRE shall be applied to only one designated traffic lane at a time, and the full-width shall be covered in one operation.

***The initial rate of application shall be 0.30 gallon per square yard.*** The Contractor may propose a different initial rate. If so requested by the Engineer, the Contractor shall apply PMRE to 100-foot test strips to assist in determination. The initial rate, and any adjustments thereto during application, shall be subject to approval by the Engineer.

After application, PMRE shall completely and uniformly cover the underlying pavement and be free of streaks and voids.

**905-6.3 Screenings.** Spreading of screenings shall conform to 302-2.6.4 of the SSPWC and the following:

If screenings are stockpiled, any testing performed by the Agency at the plant shall only be considered as preliminary. Screenings not conforming to the requirements of the Contract Documents shall not be delivered to the Work site. The Agency will perform subsequent testing on the stockpiled screenings to determine if they are in conformance with the requirements of the Contract Documents and may be used in the Work.

Spreading shall begin immediately following application of the PMRE. ***The initial rate of spreading shall be 24 pounds per square yard.*** The Contractor may propose a different initial rate. If so requested by the Engineer, the Contractor shall spread screenings on 100-foot test strips at different rates to aid in determination. The initial rate shall be adjusted up or down as necessary to provide complete and uniform coverage over the PMRE and ensure that no bleeding occurs during rolling. The initial

## **SPECIAL PROVISIONS FOR PROJECT ID NO. RMDJOC6636**

rate, and any adjustments thereto during spreading, shall be subject to approval by the Engineer.

**905-7 FINISHING.** Finishing shall conform to 302-2.7 of the SSPWC.

**905-8 FLUSH COAT.** Flush coat shall conform to 302-2.8 of the SSPWC and the following:

Emulsified asphalt shall be applied at a rate of **0.03 to 0.06 gallon per square yard**. The exact application rate shall be recommended by the Contractor and approved by the Engineer.

Sand shall be spread at a rate of **1 to 2 pounds per square yard**. The exact spread rate shall be recommended by the Contractor and approved by the Engineer.

**905-9 MAINTENANCE.** Maintenance shall conform to 302-2.9 of the SSPWC.

**905-10 MEASUREMENT.** PMRE chip seal coat will be measured by the square yard for each type (size of screenings). Flush coat will be measured by the square yard.

Measurement will be made in accordance with 302-10 of the SSPWC.

**905-11 PAYMENT.** Payment will be made in accordance with 302-2.11 of the SSPWC and the following:

Payment for PMRE chip seal coat will be made at the Adjusted Stipulated Unit Price per square yard for "PMRE CHIP SEAL."

No additional payment will be made for increases in the application rate of PMRE or screenings ordered by the Engineer.

Payment for flush coat will be made at the Adjusted Stipulated Unit Price per square yard for "FLUSH COAT."

## **SECTION 906 – SCRUB SEAL COAT**

**906-1 GENERAL.** Scrub seal coat shall consist of an application or applications of asphalt rejuvenating emulsion and screenings on existing roadway pavement.

**906-2 MATERIALS.**

**906-2.1 Polymer Modified Rejuvenating Emulsion (PMRE).**

**906-2.1.1 General.** PMRE shall conform to the requirements shown in Table 906-2.1.1.

**SPECIAL PROVISIONS FOR PROJECT ID NO. RMDJOC6636**

**TABLE 906-2.1.1**

<b>Test on Emulsion</b>	<b>Test Method</b>	<b>Specification</b>
Viscosity @ 50°C (SFS)	AASHTO T59	50 – 400
pH	ASTM E70	< 4.0
Sieve, w%, max.	AASHTO T59	0.1
Residue, w%, min.	AASHTO T59	65
Oil distillate, w%, max. (177°C)	AASHTO T59	0.5
<b>Test on Residue Recovered by Evaporation (AASHTO T59)</b>		
Penetration @ 4°C	ASTM D5	10 to 70
Elastic Recovery @ 25°C, %, min.	AASHTO T301	70
Toughness @ 25°C, inch-lbs., min.	ASTM D5801	110
Tenacity @ 25°C, inch-lbs., min.	ASTM D5801	75
Asphaltenes, % min.	AASHTO D2007	24

**906-2.1.2 Rejuvenating Agent.** The rejuvenating agent shall conform to Table 906-2.1.2.

**Table 906-2.1.2**

<b>Test</b>	<b>Test Method</b>	<b>Requirements</b>
Viscosity, 140°F, CST	ASTM D2170	50-175
Flash Point, °F, COC	ASTM D92	380 Min.
Saturate, % by weight	ASTM D2007	30 Max.
Asphaltenes, % by weight	ASTM D2007	1.0 Max.
<b>Test on RTFOT Residue</b>		
Weight Change, %	ASTM D2872	6.5 Max.
Viscosity Ratio	ASTM D2170	3.0 Max.

**906-2.1.3 Certificate of Compliance.** A Certificate of Compliance conforming to 4-5 shall accompany each shipment of PMRE to the Work Order site and be submitted to the Engineer prior to application. In addition to the requirements of 4-5 of the SSPWC, the certificate shall show the shipment number, type of material, density, refinery, consignee, destination, quantity, Project title, purchase order number, and date of shipment.

PMRE shipped without a Certificate of Compliance will not be allowed to be used on the Work Order.

**906-2.2 Screenings.**

**906-2.2.1 General.** Screenings shall conform to 200-1.2.2 of the SSPWC except the “Percentage Wear (500 revolutions)” requirement shown in Table 200-1.2.2.1 shall be a maximum of 45.

The screenings size shown on the Work Order Plans denotes the seal coat type

## **SPECIAL PROVISIONS FOR PROJECT ID NO. RMDJOC6636**

shown in Table 200-1.2.2.2.

Screenings shall be "Medium Fine" as shown in Table 200-1.2.2.2 unless otherwise shown on the Work Order Plans.

**906-2.2.2 Reclaimed Asphalt Pavement (RAP) Screenings.** The Contractor may, at its option, furnish and apply screenings produced from RAP. RAP screenings shall be produced by crushing asphalt concrete pavement, be free of detrimental quantities of deleterious materials, and have a minimum sand equivalent of 80 when tested in accordance with California Test 217. Conformance to the requirements shown in Table 200-1.2.2.1 of the SSPWC is not required. Grading shall conform to the requirements shown in Table 200-1.2.2.2.

**906-3 EQUIPMENT.** Equipment shall conform to 302-2.3 of the SSPWC and the following:

Scrub brooms shall be composed of a rigid steel frame with hydraulically operated street brooms attached. The main body of the frame shall be a minimum of 8 feet wide by 8 feet long. The minimum frame width shall be 16 feet. The maximum transverse width of the frame at any point shall not exceed 4 feet. The nearest and furthest members, paralleling the back of the distributor truck, and the diagonal members shall be equipped with street brooms. The leading member and the trailing member shall have broom heads angled at 15 degrees off the centerline of the supporting member. The diagonal members shall have broom heads attached in line with the centerline of the supporting member. Each individual street broom attached to the scrub broom assembly shall be 3-1/2 inches wide x 8 inches high x 16 inches long and shall have stiff nylon bristles. Bristle height shall be maintained at a minimum of 5 inches. The scrub broom may be equipped with hinged wing assemblies which shall not to exceed 4 feet per side including diagonals, and shall be equipped with street brooms.

The weight of the broom assembly shall be such that it does not remove the asphalt rejuvenating emulsion from the roadway surface.

The scrub broom frame shall be attached to and pulled by the distributor truck. The distributor truck shall be equipped with the means to mechanically lift the scrub broom off of the roadway surface at intermediate points of completion and remain in the elevated position during transit.

**906-4 ROADWAY SURFACE PREPARATION.** Roadway surface preparation shall conform to 302-2.4 of the SSPWC.

**906-5 TEMPORARY TRAFFIC CONTROL.** Temporary traffic control shall conform to 302-2.5 of the SSPWC and 601 of Section TC of the Special Provisions.

### **906-6 APPLICATION AND SPREADING.**

**906-6.1 General.** Application and spreading shall only be performed when the pavement is clean and dry, wind conditions are such that uniform coverage will result, and rain is not imminent.



## **SPECIAL PROVISIONS FOR PROJECT ID NO. RMDJOC6636**

**906-6.2 Polymer Modified Rejuvenating Emulsion (PMRE).** Application of PMRE shall conform to 302-2.6.2 of the SSPWC and the following.

PMRE shall not be applied:

- a) until sufficient screenings are on hand to immediately cover the ARE,
- b) more than 500 feet ahead of completed initial rolling.

The Contractor shall schedule PMRE application such that the ARE breaks (turns from brown to black) before:

- c) the atmospheric temperature falls below 50°F,
- d) the pavement temperature falls below 60°F, and
- e) the time the lane is to be opened to public traffic.

PMRE shall be applied to only one designated traffic lane at a time, and the full-width shall be covered in one operation.

***The initial rate of application shall be 0.32 gallon per square yard.*** The Contractor may propose a different initial rate. If so requested by the Engineer, the Contractor shall apply PMRE to 100-foot test strips to assist in determination. The initial rate of application, and any adjustments thereto during application, shall be subject to approval by the Engineer.

After application, PMRE shall completely and uniformly cover the underlying pavement and be free of streaks and voids.

Immediately following application, PMRE shall be scrubbed into the existing pavement surface with a scrub broom. Scrubbing shall fill cracks and voids, force the ARE into the existing pavement surface, and distribute the PMRE uniformly over the roadway cross section.

**906-6.3 Screenings.** Spreading of screenings shall conform to 302-2.6.3 of the SSPWC and the following:

If screenings are stockpiled, any testing performed by the Agency at the plant shall only be considered as preliminary. Screenings not conforming to the requirements of the Contract Documents shall not be delivered to the Work site. The Agency will perform subsequent testing on the stockpiled screenings to determine if they are in conformance with the requirements of the Contract Documents and may be used in the Work.

Spreading shall begin immediately following application. ***The initial rate of spreading shall be 24 pounds per square yard.*** The Contractor may propose a different initial rate of spreading. If so requested by the Engineer, the Contractor shall spread screenings on 100-foot test strips at different rates to aid in determination. The initial rate shall be adjusted up or down as necessary to provide complete and uniform coverage over the ARE and ensure that no bleeding occurs during rolling. The initial rate, and any adjustments thereto during spreading, shall be subject to approval by the Engineer.

**SPECIAL PROVISIONS FOR PROJECT ID NO. RMDJOC6636**

**906-7 FINISHING.** Finishing shall conform to 302-2.7 of the SSPWC.

**906-8 FLUSH COAT.** Flush coat shall conform to 302-2.8 of the SSPWC and the following:

Emulsified asphalt shall be applied at a rate of ***0.03 to 0.06 gallon per square yard***. The exact application rate shall be recommended by the Contractor and approved by the Engineer.

Sand shall be spread at a rate of ***1 to 2 pounds per square yard***. The exact spread rate shall be recommended by the Contractor and approved by the Engineer.

**906-9 MAINTENANCE.** Maintenance shall conform to 302-2.9 of the SSPWC.

**906-10 MEASUREMENT.** Scrub seal and flush coat will be measured by the square yard.

Measurement will be made in accordance with 302-10 of the SSPWC.

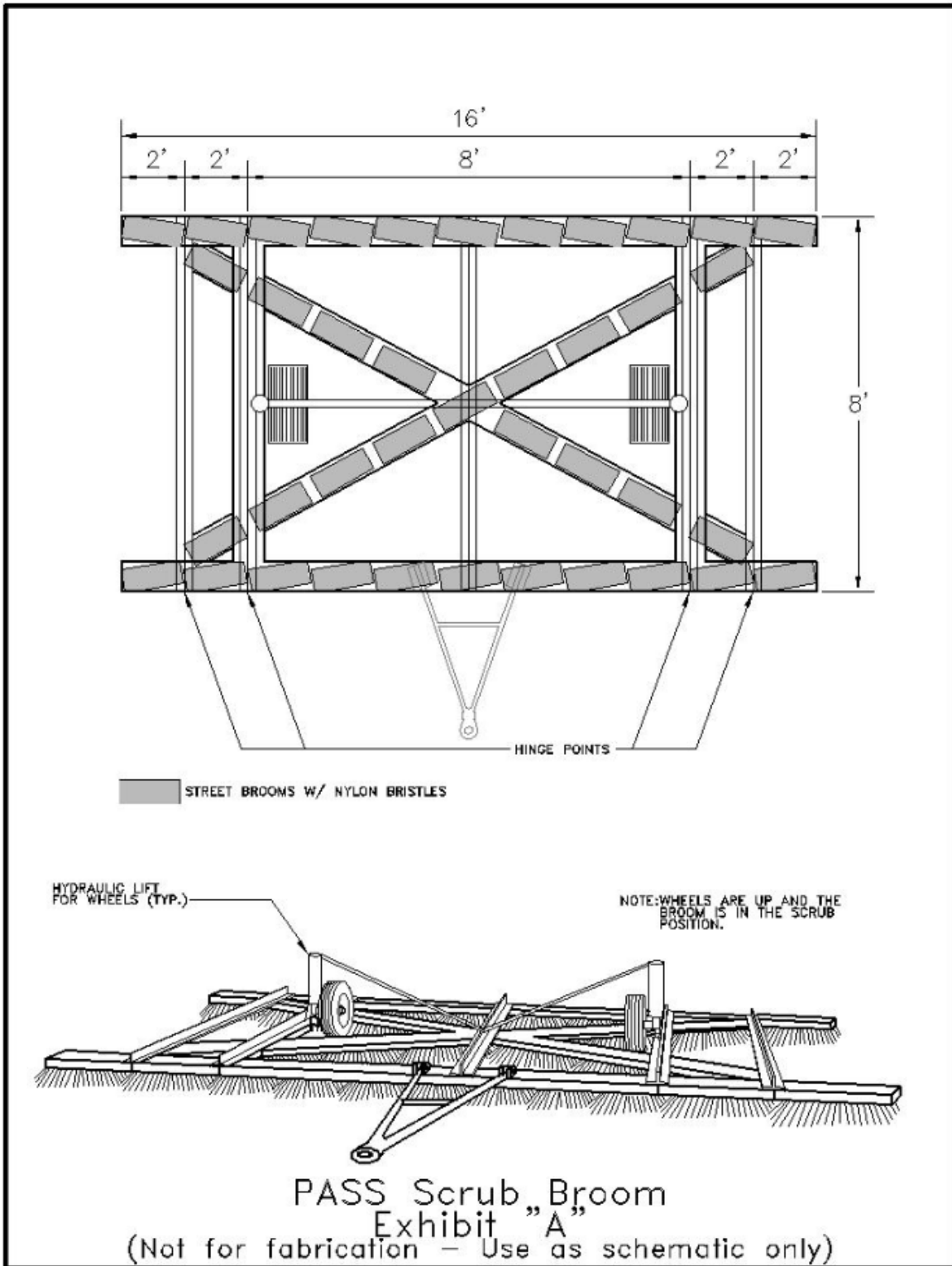
**906-11 PAYMENT.** Payment will be made in accordance with 302-2.11 of the SSPWC and the following:

Payment for scrub seal coat will be made at the Adjusted Stipulated Unit Price per square yard for "SCRUB SEAL."

No additional payment will be made for increases in the application rate of PMRE or screenings ordered by the Engineer.

Payment for flush coat will be made at the Adjusted Stipulated Unit Price per square yard for "FLUSH COAT."

**SPECIAL PROVISIONS FOR PROJECT ID NO. RMDJOC6636**



**SPECIAL PROVISIONS FOR PROJECT ID NO. RMDJOC6636**

**SECTION 907 – NOT USED**

**SECTION 908 – POLYMER MODIFIED EMULSIFIED ASPHALT-RECLAIMED ASPHALT PAVEMENT (PME-RAP) SLURRY SEAL SURFACING**

**908-1 GENERAL.** PME-RAP slurry seal surfacing shall consist of the mixing, spreading and application of a stable mixture of polymer modified emulsified asphalt, reclaimed asphalt pavement aggregate, water, and set control agents.

**908-2 MATERIALS.**

**908-2.1 Polymer Modified Emulsified Asphalt (PME).** PME shall be grade PMCQS-1h conforming to 203-3.4.5 of the SSPWC.

The percentage of emulsified asphalt and residual asphalt content shall conform to the requirements shown in Table 908-2.1.

**TABLE 908-2.1**

<b>Tests</b>	<b>Test Method</b>	<b>Requirements</b>
Emulsified Asphalt, % by weight of dry RAP Aggregate	-	9.0 – 14.0
Residual Asphalt Content, % by weight of dry RAP Aggregate.	ASTM D6307 <sup>1</sup> or CTM 382 <sup>1</sup>	11.0 Min.

1. Sample size shall be 500g minimum.

**908-2.2 Reclaimed Asphalt Pavement (RAP) Slurry Seal Aggregate.**

**908-2.2.1 General.** RAP used to produce RAP slurry seal aggregate shall conform to 203-7.2.2, except for sand equivalent, and the requirements shown in Table 908-2.2.1.

**TABLE 908-2.2.1**

<b>Tests</b>	<b>Test Method</b>	<b>Requirements</b>
Percentage Wear, 500 Revolutions <sup>1</sup>	ASTM C131	35% Maximum
Sand Equivalent	ASTM D2419	60 Minimum
Soundness (5 Cycles) <sup>1</sup>	ASTM C88	15% Maximum
Durability	CTM 229	55 Minimum

1. On RAP retained on No. 4 sieve.

**SPECIAL PROVISIONS FOR PROJECT ID NO. RMDJOC6636**

**908-2.2.2 Grading.** The grading of the combined RAP aggregates shall conform to the requirements shown in Table 908-2.2.2.

**Table 908-2.2.2**

Requirements	Un-Extracted RAP Aggregate	Extracted RAP Aggregate (ASTM D1856)
	% of Combined Aggregate Passing Sieves (ASTM C136)	% of Combined Aggregate Passing Sieves (ASTM C136)
3/8" (9.5 mm)	100	100
No. 4 (4.74 mm)	95 – 100	95 - 100
No. 8 (2.36 mm)	65 – 85	70 - 90
No. 16 (1.18 mm)	35 – 60	50 - 75
No. 30 (600 µm)	18 – 38	35 - 55
No.50 (300 µm)	8 – 25	22 - 40
No. 100 (150 µm)	5 – 20	13 - 38
No. 200 (75 µm)	2 – 12	5 - 15
Residual Asphalt Content (ASTM 6307)		6.5% Min. (Based on dry weight of aggregate)

**908-2.2.3 Water.** Water shall be potable and compatible with the other ingredients of the slurry.

**908-2.2.4 Set Control Agents.** Set control agents shall conform to 203-5.4.2.5 of the SSPWC.

**908-3 MIX DESIGNS.** Mix designs shall conform to 203-5.2 of the SSPWC.

**908-4 CONTINUOUS-FLOW MIXERS.** PME-RAP slurry seal shall be mixed in continuous-flow mixers conforming to 302-4.3 of the SSPWC and the following:

Prior to the beginning of slurry operations, the Contractor shall furnish current licensed weighmaster's certificates indicating the net weight capacity of the aggregate bin of each mixer. Except for partial loads to complete a Day's schedule, or for patching, each mixer shall be filled to its rated capacity and the Engineer and the Contractor shall each keep a daily count of the number of loads and/or partial loads applied to the surface of the existing pavement by each mixer. Each aggregate bin shall have permanent calibration marks in maximum increments of 2 tons.

**908-5 SCHEDULING, PUBLIC CONVENIENCE, AND TRAFFIC CONTROL.** Scheduling, public convenience, and traffic control shall conform to 302-4.5 of the SSPWC and 601 of Section TC of the Special Provisions. "No Parking" signs will be furnished by the Agency. The Contractor shall only post Agency-furnished "No Parking" signs unless otherwise approved or directed by the Engineer.

**908-6 SPREADING AND APPLICATION.**

**908-6.1 General.** PME-RAP slurry seal shall be applied at a rate *of 10 to 15 pounds*

## **SPECIAL PROVISIONS FOR PROJECT ID NO. RMDJOC6636**

***of dry RAP aggregate per square yard over existing or micro-milled pavement and at a rate of a minimum of 19 pounds of dry RAP aggregate per square yard over chip seals.*** The exact rate shall be as directed or approved by the Engineer.

When the Engineer determines that the application rate does not conform to the requirements, the Contractor shall take immediate corrective action. When the rate is less than the minimum amount required, the Contractor shall reapply additional PME-RAP slurry seal to the nonconforming area to meet the requirements.

The sites for stockpiling and batching materials shall be free and clean from objectionable material. Arrangements for these sites shall be the responsibility of the Contractor.

The Contractor shall have 2 fully operational mixers for use at the Work site at all times. These mixers shall be available for inspection by the Engineer at least 48 hours prior to commencing the Work.

**908-6.2 Spreading and Application.** Spreading and application shall conform to 302-4.8 of the SSPWC and the following:

The Contractor will be required to work around all existing utility facilities and to seal up to the edges of said facilities. During sealing operations, the Contractor shall cooperate with the owners of any utility covers and shall cover and completely protect said covers with heavy plastic or other suitable material. Raised pavement markers shall be removed or covered and completely protected as directed by the Engineer. The Contractor shall prevent slurry seal from being deposited on concrete surfaces and shall remove slurry seal from surfaces not designated to be sealed. Covering of slurry seal on concrete surfaces with sand, cement, or paint will not be acceptable.

PME-RAP slurry seal, after spreading and application, shall be rolled with 3 passes of a pneumatic roller conforming to 302-2.3.5 of the SSPWC.

**908-7 FIELD SAMPLING AND TESTING.** During the performance of the Work, the Agency will take at least 2 field samples of the mixed slurry per slurry mixer per Day. The Wet Track Abrasion Test sample shall not be transported until the slurry has set as defined by ASTM D3910. Field samples shall conform to the requirements shown in Table 908-7.

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**TABLE 908-7**

Tests	ASTM Test Method	Requirements	
		Min.	Max.
Wet Track Abrasion Test, Weight loss, gm/ft <sup>2</sup> (gm/m <sup>2</sup> ) Type Fine Aggregate	D3910 <sup>1</sup>	0	50 (540)
Consistency Test (mm)	D3910 <sup>1</sup>	30	
Extraction Test (Calculated Emulsion Content, %)	D6307 <sup>2</sup> , CT 382 <sup>2</sup>	± 1 % of mix design	
Water Content (% of Dry RAP Aggregate Weight)	See Note 3	< 25	

1. Modified ASTM D3910 to include No. 4 (4.75 mm) aggregate or greater and to be performed using field samples. Subsection 6.4.4.7, ASTM D 3910 may be modified to use a microwave oven for drying the specimen after the abrasion cycle is complete and the debris washed off.
2. Modified ASTM D6307 and California Test Method 382 to allow a minimum of 500 ± 50-gram sample.
3. Weigh a minimum of 500 grams of homogenized mixed slurry into a previously tared quart can with a friction lid. The lid shall be placed on the can to prevent loss of material during transportation. Place the can with the lid off in an oven and dry to constant mass at 220°F ± 10°F (110° C ± 5°C).
4. The 3/8-inch (9.5 mm) template shall be used.

ASTM D3910, modified per 203-5.2, shall be used on field samples during performance of the Work. These results will be used in conjunction with 908-9.2.2. The Contractor may perform "referee" sampling on its behalf. Each referee sample shall be taken immediately before, during or after the sampling by the Agency. No changes in machine calibration will be allowed between sampling. The Agency will observe the referee sampling to insure compliance with specified procedures. The Agency shall be given the opportunity to observe the remaining portions of the WTAT to assure the accuracy of the referee test. The Contractor shall notify the Engineer at least 24 hours in advance of actual test performance. The referee WTAT shall be performed by an independent, certified laboratory. The results of each referee test will be compared to the respective test performed by the Agency. At the discretion of the Engineer, the referee test may be used as a basis to modify the result of the respective test performed by the Agency.

If the test results fail to meet the Specifications, the Contractor shall cease spreading slurry seal produced by the nonconforming mixer until the Contractor demonstrates the mixer is producing slurry seal which conforms to the Specifications.

**908-8 MEASUREMENT.** PME-RAP slurry seal surfacing will be measured by the total of the tonnage of polymer modified emulsified asphalt (PMCQS-1h) and RAP slurry seal aggregate used in the Work Order.

The Contractor shall submit to the Engineer, no later than noon of the first Working Day following the day of delivery, licensed weighmaster certificates showing the weight of RAP slurry seal aggregate delivered to the Work Order stockpile site. Only aggregate intended for use on the Work Order shall be delivered to the Work Order stockpile site. Deliveries shall not be made on Saturday, Sunday, or holidays unless otherwise approved by the Engineer. Prior to acceptance of the Work Order, the Contractor shall also submit to the Engineer licensed weighmaster's certificates showing the weight of

**SPECIAL PROVISIONS FOR PROJECT ID NO. RMDJOC6636**

aggregate remaining at the Work Order stockpile site. Payment will be determined by deducting the remaining weight from the total weight of aggregate delivered to the Work Order stockpile site. The Engineer will compare this quantity to the quantity calculated by multiplying the number of loads spread by each continuous-flow mixer times the net weight capacity of each mixer. The Engineer will adjust the calculated weight for partial loads and deduct the quantity of aggregate used to prevent tracking, if any. If there is an unaccountable difference between the respective weights, final measurement will be determined by the Engineer using the method showing the lesser weight of each type of aggregate used.

The Contractor shall furnish, operate, maintain, and remove portable scales at the stockpile site. Scales shall be calibrated, certified, and sealed after installation and prior to initial use by a State of California Department of Food and Agriculture, Division of Measurement Standards, Registered Service Agency. A listing of registered service agencies is available at the following:

<https://www.cdfa.ca.gov/dms/programs/rsa/rsalistings/rsaListings.html>

**908-9 PAYMENT.**

**908-9.1 General.** Payment for RAP-PME slurry seal surfacing will be made at the Contract Unit Price per ton for “RAP-PME SLURRY SEAL SURFACING.” The Adjusted Stipulated Unit Price shall include payment for polymer modified emulsified asphalt, RAP slurry seal aggregate, set control agents, and water.

No separate or additional payment will be made for referee testing or portable scales.

**908-9.2 Payment Reduction for Noncompliance.**

**908-9.2.1 General.** Payment to the Contractor will be reduced for failure to comply with the Wet Track Abrasion Testing requirements specified in 908-7. The percent reduction will be based on the requirements specified in 908-9.2.2. Reduction in payment will be applied to all of the material placed per Day by the nonconforming slurry mixer.

**908-9.2.2 Reduction in Payment Based on WTAT.** If the average of all Wet Track Abrasion Tests made per slurry mixer per day by the Engineer fail to conform to the requirements specified in 908-7, the Contractor agrees that payments for the work represented by the failed tests shall be reduced as shown in Table 908-9.2.2.

**TABLE 908-9.2.2**

WTAT Loss gm/ft <sup>2</sup> (gm/m <sup>2</sup> )	Payment Reduction (Percent)
0 – 50 (0 – 540)	0
50.1 – 60 (540.1 – 650)	5
60.1 – 70 (650.1 – 750)	15
70.1 – 80 (750.1 – 860)	30
80.1 – 99 (860.1 – 1070)	70
99.1 or greater (1070.1 or greater <sup>1</sup> )	100

1. Slurry seal surfacing with WTAT loss greater than 99.1 gm/m<sup>2</sup> (1070.1 gm/ft<sup>2</sup>) shall be removed



**SPECIAL PROVISIONS FOR PROJECT ID NO. RMDJOC6636**

to the satisfaction of the Engineer.

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Section TR (Pvmt Pres I) (2018 Edition) (2-08-18).docx

**ATTACHMENT 1  
CONSTRUCTION AND DEMOLITION DEBRIS RECYCLING SUMMARY**

**Project Information**

Check one:  Roadway  Flood Control  Water/Sewer  
 Traffic Signal/Street Lighting  Bridge/Structure  Other \_\_\_\_\_

Project Name: \_\_\_\_\_

Project ID No.: \_\_\_\_\_

Project Address/Location: \_\_\_\_\_

Thomas Guide Page/Grid No(s).: \_\_\_\_\_

Resident Engineer/Inspector: \_\_\_\_\_ Office Engineer: \_\_\_\_\_

**Contractor Information**

Company Name: \_\_\_\_\_

Company Address: \_\_\_\_\_

Report Prepared by \_\_\_\_\_ Phone Number: \_\_\_\_\_

**Project Duration: From:** \_\_\_\_\_ **To:** \_\_\_\_\_

**Construction Demolition and Debris Recycling Requirements Cost: \$** \_\_\_\_\_

Type(s) of Debris Generated	Estimated Quantity Generated (tons, c.y. or units)	Reuse/Recycling		Disposal	
		Estimated Quantity (tons, c.y. or units)	Name of Reuse/Recycling Facility/Site	Estimated Quantity (tons, c.y. or units)	Name of Disposal Facility
Asphalt					
Brick					
Concrete					
Green Waste					
Metal (ferrous)					
Metal (non-ferrous)					
Mixed Debris					
Rock					
Soil					
Wood Waste					
Other:					
Other:					
<b>Total</b>					

Notes:

- Other debris types may include, but are not limited to, Ash, Cardboard, Carpeting, Glass, Gravel, Land Clearing Debris, Non-friable Asbestos, Paper, Plastic, Porcelain, Roofing Material, Sand, and Tires. Attach additional sheets if necessary.
- If the debris is taken to a transfer station solely for the purpose of reuse/recycling, then list the transfer station as the reuse/recycling facility/site.
- If the debris is taken to a transfer station solely for the purpose of transfer to a disposal facility, then list the transfer station as the disposal facility.

**Please fax this completed form to (626) 458-3593 (no cover sheet needed)**

**To: C&D Unit, LACDPW** **From:** \_\_\_\_\_

CSM: \_\_\_\_\_



**PROJECT ID NO. RMDJOC6636**

**PAVEMENT PRESERVATION (SEAL COATS),  
SOUTH LOS ANGELES COUNTY**

**UNIT PRICE BOOK**

ITEM NO.	DESCRIPTION	UNIT	QUANTITY	UNIT PRICE
1	PAYMENT AND PERFORMANCE BONDS	LS	1	2% of Work Order
2	TRAFFIC CONTROL	LS	1	1% of Work Order
3	FLASHING ARROW SIGN (EACH)	CD	EACH	\$75
4	CHANGEABLE MESSAGE SIGN (EACH)	CD	EACH	\$65
5	MOBILIZATION	LS	1	5% of Work Order
6	UNCLASSIFIED EXCAVATION	CY	1-25	\$225
7	UNCLASSIFIED EXCAVATION	CY	26-50	\$200
8	UNCLASSIFIED EXCAVATION	CY	51-100	\$175
9	UNCLASSIFIED EXCAVATION	CY	101-250	\$135
10	UNCLASSIFIED EXCAVATION	CY	251+	\$55
11	CRUSHED MISCELLANEOUS BASE	CY	1-25	\$150
12	CRUSHED MISCELLANEOUS BASE	CY	26-50	\$125
13	CRUSHED MISCELLANEOUS BASE	CY	51-100	\$100
14	CRUSHED MISCELLANEOUS BASE	CY	101-250	\$75
15	CRUSHED MISCELLANEOUS BASE	CY	251+	\$55
16	MICROSURFACING (TYPE II)	TON	500-1,000	\$280
17	MICROSURFACING (TYPE II)	TON	1,001-2,000	\$250
18	MICROSURFACING (TYPE II)	TON	2,001+	\$200
19	MICROSURFACING (TYPE III)	TON	500-1,000	\$300
20	MICROSURFACING (TYPE III)	TON	1,001-2,000	\$265
21	MICROSURFACING (TYPE III)	TON	2,001+	\$215
22	TYPE 1 – PME SLURRY SEAL SURFACING	TON	120-500	\$300
23	TYPE 1 – PME SLURRY SEAL SURFACING	TON	501-1000	\$275
24	TYPE 1 – PME SLURRY SEAL SURFACING	TON	1001+	\$250
25	TYPE II – PME SLURRY SEAL SURFACING	TON	120-500	\$300
26	TYPE II – PME SLURRY SEAL SURFACING	TON	501-1000	\$275
27	TYPE II – PME SLURRY SEAL SURFACING	TON	1001+	\$250
28	AC PAVEMENT (DIGOUTS)	TON	1-10	\$275
29	AC PAVEMENT (DIGOUTS)	TON	11-50	\$200
30	AC PAVEMENT (DIGOUTS)	TON	51-100	\$165
31	AC PAVEMENT (DIGOUTS)	TON	101+	\$125
32	ASPHALT RUBBER & AGGREGATE MEMBRANE (ARAM)	SY	25,000-50,000	\$7.75
33	ASPHALT RUBBER & AGGREGATE MEMBRANE (ARAM)	SY	50,001+	\$7.25
34	COLD MILL AC PAVEMENT (0 – 1-1/2")	SF	10,000-25,000	\$0.55
35	COLD MILL AC PAVEMENT (0 – 1-1/2")	SF	25,001-100,000	\$0.32
36	COLD MILL AC PAVEMENT (0 – 1-1/2")	SF	100,001-250,000	\$0.24
37	COLD MILL AC PAVEMENT (0 – 1-1/2")	SF	250,001+	\$0.19
38	MICRO-MILL AC PAVEMENT ( $\leq$ 1")	SF	10,000-25,000	\$0.45
39	MICRO-MILL AC PAVEMENT ( $\leq$ 1")	SF	25,001-100,000	\$0.28

**PROJECT ID NO. RMDJOC6636**

ITEM NO.	DESCRIPTION	UNIT	QUANTITY	UNIT PRICE
40	MICRO-MILL AC PAVEMENT ( $\leq 1"$ )	SF	100,001-250,000	\$0.20
41	MICRO-MILL AC PAVEMENT ( $\leq 1"$ )	SF	250,000+	\$0.16
42	PME CHIP SEAL	SY	25,000 – 50,000	\$3.40
43	PME CHIP SEAL	SY	50,001 – 150,000	\$3.20
44	PME CHIP SEAL	SY	150,001+	\$2.80
45	PMRE CHIP SEAL	SY	25,000 – 50,000	\$3.60
46	PMRE CHIP SEAL	SY	50,001 – 150,000	\$3.40
47	PMRE CHIP SEAL	SY	150,001+	\$3.00
48	SCRUB SEAL	SY	25,000 – 50,000	\$4.20
49	SCRUB SEAL	SY	50,001 – 150,000	\$4.00
50	SCRUB SEAL	SY	150,001+	\$3.80
51	FLUSH COAT	SY	25000+	\$0.18
52	RAP-PME SLURRY SEAL SURFACING	TON	120-500	\$340
53	RAP-PME SLURRY SEAL SURFACING	TON	501-1000	\$300
54	RAP-PME SLURRY SEAL SURFACING	TON	1001+	\$290
55	REMOVE PAVEMENT MARKINGS (THERMOPLASTIC)	SF	100+	\$3.25
56	REMOVE 4" STRIPING (THERMOPLASTIC)	LF	100+	\$2.00
57	REMOVE 6" STRIPING (THERMOPLASTIC)	LF	100+	\$2.50
58	REMOVE 8" STRIPING (THERMOPLASTIC)	LF	100+	\$3.00
59	REMOVE 12" STRIPING (THERMOPLASTIC)	LF	100+	\$4.00
60	REMOVE 24" STRIPING (THERMOPLASTIC)	LF	100+	\$5.00

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