



New Specifications for 2017

Ray Johnston

Central Office Construction

New Specifications

- New Asphalt Joint Straightness SPCN
- Flagging Measurement & Payment
- Rideability Incentive
- Disincentive for planing in multiple lanes
- Tack and non-tracking tack added to Asphalt Price Adjustment



Flagging



Lump Sum MOT in Schedule Projects

- **ALL flaggers which could have been reasonably expected to be needed at the time of bid are included in the lump-sum payment for Maintenance of Traffic. Specifically:**
- **A good reference is TTC-67.0 on the VWAPM for intersection flagging.**
- **If something unexpected happens requiring additional flaggers, as directed by the engineer (church revival, huge sale at adjoining mall, etc.), those flaggers will be paid at 145% Davis-Bacon wage rate in the Contract, or in effect on Ad date if not in Contract.**
- **Flaggers for the Contractor's convenience are not paid for (since it's lump-sum anyway).**

Disincentive for planing in multiple lanes

- Just like last year, establishes a \$5,000 per day disincentive for leaving milled surfaces open longer than allowed (24 hours for regular planing, 96 hours for performance planing).
- What's changed is that the intent is clarified that the disincentive is only to be charged when the milled surface is left open through conditions within the Contractor's control.



Tack and non-tracking tack added to Asphalt Price Adjustment

- **S109G10 – Asphalt Material Price Adjustment.**
- **Includes Tack Coat and Nontracking Tack Coat in the list of items eligible for a price adjustment.**

Rideability

SP315-070100-01 and SP316-040200-01



- Prohibits repair work before Department's initial rideability test (Engineer can approve remove and replace)
- Removes examples of acceptable repairs, leaving it as approved by the Engineer
- Does not impact schedules this year but we are currently working on a revision to the special provision.

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Questions ?

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