



# ALABAMA DEPARTMENT OF TRANSPORTATION

## Bureau of County Transportation

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Robert Bentley  
Governor

John R. Cooper  
Transportation Director

February 24, 2017

### MEMORANDUM FY 2017-06

To: All County Engineers and Region County Transportation Engineers

From: Mr. D.E. Phillips, Jr., P.E.  
State County Transportation Engineer

By: Joshua A. Sanford  
Joshua A. Sanford, P.E.  
Design Section Engineer

RE: **Revision to Procedural Guidelines for County Projects/ Plans Checklist Page 12.46**

Unpaved driveway turnouts that extend beyond 3 feet from the edge of pavement shall be paid for using wearing surface layer widening. If it is not desired to set up a separate pay item for this work, please restrict this work to a 3 foot turnout or less.

Unpaved intersecting roads can be paved greater than 3 feet from the edge of pavement with the wearing surface used on the mainline granted that the "roadbed processing" project note used states that the asphalt used for these turnouts shall be compacted to the satisfaction of the Engineer.

To comply with the requirements stated above from Special Provision 12-0263(3), our office has revised the "roadbed processing" project note on page 12.46 of the 2007 Edition of the **Procedural Guidelines for County Projects.** This revision is effectively immediately and the revised special note sheet is attached for your inclusion in the plans checklist. **This revised note should be used on all applicable resurfacing/minor widening plans handled by this office, whether the county intends to extend turnouts at unpaved driveways and intersections beyond 3 feet or not.** This revised page will also be available on the Bureau of County Transportation webpage in the near future.

Please feel free to contact me should you have any questions or comments concerning this matter.

DEP/JAS/lj

Attachment

CC: Mr. Steve Walker, P.E., State Innovative Programs Engineer

PC: File

SPECIAL NOTE SHEET

1. COUNTY FINANCED PROJECT NOTE: The Bidder's attention is directed to Subarticle 102.08(b), contained in Special Provision 12-0198 concerning combination bids (County Financed Projects).

2. THREE WIDENING NOTES:

a. Widening operations shall be limited to one side of the road at a time.

Ø b. Roadbed processing is waived in widening areas and at unpaved intersecting roads and turnouts. Subgrade to be compacted to the satisfaction of the Engineer. Asphalt used for these turnouts shall be compacted to the satisfaction of the Engineer. Cost to be a subsidiary obligation of item \_\_\_\_\_.

c. Contractor shall schedule his work where cutting out of the shoulders does not exceed the amount of widening completed each day.

3. SHEET PILE TOEWALL ALTERNATE NOTE: If the sheet pile alternate is chosen by the contractor for construction of the 5 foot toewall, payment will be made as cubic yards of culvert concrete and pounds of reinforcing steel based on theoretical quantities for these items required for the concrete toewall alternate.

4. PRECAST CULVERT NOTE: If the contractor elects to use the precast alternate, he will be required to furnish details and design calculations for the Engineer's approval. See Item 524.03(e) 2 of the 20\_\_ Standard Specifications. Note: Applicable special provisions may supersede standard specifications. Modify note as required.

Ø 5. ROADBED PROCESSING AT UNPAVED INTERSECTING ROADS AND TURNOUTS: Roadbed processing is waived for paved turnouts at unpaved intersecting roads and driveways. Subgrade is to be bladed, shaped, and compacted to the satisfaction of the Engineer. Asphalt used for these turnouts shall be compacted to the satisfaction of the Engineer. Cost to be a subsidiary obligation of item \_\_\_\_\_.

Ø NOTE: Resurfacing projects with unpaved intersecting roads or turnouts should use note 5 above. If widening is involved in the project, use note 2b. Do not use both notes in the same plan assembly.

6. COMBINED PROJECT NOTE: To be shown on each Title Sheet

(For proposals with more than two projects)  
Projects \_\_\_\_\_, \_\_\_\_\_, and \_\_\_\_\_ are included in the proposal covering this project.

(For proposal with two projects)  
Project \_\_\_\_\_ is included in the proposal covering this project.

7. LOS ANGELES (LA) ABRASION NOTE:  
The LA Abrasion Value Is Not Available For This Project.

8. RAILROAD NOTES

ALL PERSONS WORKING ON OR OVER \_\_\_ TRACKS MUST COMPLY WITH \_\_\_ SAFETY RULES.

THE CONTRACTOR SHALL NOTIFY \_\_\_ IN WRITING, A MINIMUM OF 10 DAYS BEFORE WORK IS TO BE STARTED ON THE RAILROAD'S RIGHT OF WAY.

THE RAILROAD SHALL FURNISH AND INSTALL ALL MATERIALS FOR 2-30' CANTILEVER SIGNALS, 2-35' GATES, BELLS, THE 81' OF CROSSING SURFACE AND MOTION DETECTORS AND INVOICE THE STATE FOR THE ACTUAL COST THEREOF.

ALL NECESSARY TRAFFIC CONTROL DEVICES (SIGNS, CONES, FLAGGERS, ETC.) WHICH ARE REQUIRED WHEN WORK IS BEING PERFORMED BY THE RAILROAD SHALL BE FURNISHED BY THE CONTRACTOR AND PAID FOR UNDER THE APPROPRIATE ITEMS OF WORK.

THE CONTRACTOR NEEDS TO CONTACT THE CSX TRANSPORTATION INC. FOR INFORMATION ABOUT OBTAINING A COPY OF THEIR SAFETY VIDEO. (APPLICABLE FOR CSX RAILROAD ONLY).

ALL WORK ON, OVER, UNDER OR ADJACENT TO NORFOLK SOUTHERN RIGHT-OF-WAY SHALL BE DONE IN ACCORDANCE WITH THE NORFOLK SOUTHERN "SPECIAL PROVISIONS FOR THE PROTECTION OF RAILWAY INTERESTS (NS SPECIAL PROVISIONS)" (APPLICABLE FOR NORFOLK SOUTHERN RAILROAD ONLY).

THE RAILROAD COMPANY SHALL NOTIFY THE STATE IN WRITING A MINIMUM OF 10 DAYS BEFORE WORK IS TO BE STARTED ON THIS PROJECT (APPLICABLE AS NEEDED WHERE WORK IS BEING PERFORMED BY RAILROAD).



Table IV in Section 410, a second test strip consisting of 200 tons {200 metric tons} shall be constructed. If a pay factor of less than 1.00 is obtained using the one test row of Table II, Table III and Table VI, and using the four test row of Table IV in Section 410 in the second test strip, additional 200 ton {200 metric ton} test strips shall be constructed until pay factors are equal to 1.00, at which time production can begin. A test strip is determined to be complete when the results of the tests are known.

The Engineer may require any test strip to be removed and replaced at no cost to the Department if the pay factor determined from the four test row for mat density and the one test row for other tests is 0.80. For actual payment purposes, a pay factor of 1.00 will be used for all first and second test strips allowed to remain in place. Pay factors will be applied to the third and all subsequent 200 ton test strips at the average of the computed rate (using the one test row) and 1.00.

## SECTION 410 ASPHALT PAVEMENTS

### 410.01 Description.

The work under this Section covers the general requirements that are applicable to all types of hot and warm mix asphalt pavements of the plant mix type. Deviations from these general requirements will be indicated in the specific requirements for various types of mixes noted in the following sections of these Specifications.

This work shall consist of one or more courses of hot and warm mix asphalt plant mix constructed in accordance with these specifications and the specific requirements of the type of mixture required and in reasonably close conformity with the lines, grades, thicknesses, and typical cross sections shown on the plans or established by the Engineer. The Contractor may use either hot mix or warm mix for all Superpave ESAL Range mixes in Section 424. Warm mix asphalt shall be defined as the use of an approved warm mix technology in the plant mix at the time of production.

This work shall also include the preparation of the underlying surface on which the plant mix is to be placed, including patching and/or leveling as shown on the plans or directed.

In addition, this work shall also include the placing of widening at locations shown on the plans and/or directed by the Engineer. In general, widening shall consist of (1) narrow width build-ups, three feet or less {one meter or less}, required for widening existing pavement, (2) paving for turn-outs beyond three feet {one meter} from the edge of pavement, (3) pavement crossovers, and (4) turning lanes of less than 200 feet {60 m} for crossovers. Paving used on turn-outs for intersecting paved roads and shoulder paving will not be considered as widening unless shown on the plans.

Surface layers and wearing layers are defined as those layers where the pay item contains the wording "Wearing Surface".

All ALDOT procedures referenced are applicable to both hot and warm mix asphalt.

### 410.02 Materials.

#### (a) APPLICABLE SECTIONS OF SPECIFICATIONS.

Materials shall conform to requirements given in Sections 327, 420, 423 and 424.

#### (b) PRODUCTS AND PROCESSES FOR THE PRODUCTION OF WARM MIX ASPHALT.

Warm Mix Asphalt products and processes shall be selected from List II-27, "Warm Mix Asphalt Products and Processes" of the Department's manual titled "Materials, Sources, and Devices with Special Acceptance Requirements". Information concerning this list is given in Subarticle 106.01(f) and ALDOT-355.

#### (c) ANTI-STRIPPING AGENTS.

All warm mix asphalt mixtures shall include an anti-stripping agent. The warm mix additive supplier may certify that an anti-stripping agent is an integral part of the warm mix additive.

All hot mix asphalt mixtures except 327 and 420 shall be tested during design to determine if an anti-stripping agent is needed. During design and production, all other mixes shall have a tensile strength ratio (TSR) of at least 0.80 when tested in accordance with AASHTO T 283 as modified by ALDOT-361. If any TSR value falls below the minimum specified above, plant operations shall cease