**SPECIAL PROVISIONS APPENDIX**

**FOR AMENDMENTS TO THE 2012 STANDARD SPECIFICATIONS**

**FOR HIGHWAY CONSTRUCTION**

The Amendments to the 2012 Standard Specifications for Highway Construction are as follows:

**SECTION 101 – Quality Management**

**Issued Date: Dec 20th, 2011**

**101.07 Payment** – The Lump Sum Price bid for Quality Management shall be full compensation for all costs resulting from the Quality Management requirements set out in the Contract.

Payment will be made on a monthly basis prorated for the percentage of the total Work completed as determined by the Ministry Representative, subject to the Contractor being totally compliant with the requirements of this Section and with its own Quality Control Plan.

The Ministry Representative in consultation with the Ministry Construction Manager following the issuance of an external NCR may deduct an amount from any monthly payment so computed, for any quality management work required but not satisfactorily undertaken during that month. The Ministry Representative may also reduce the total Lump Sum payable by the value of any quality management work required but not satisfactorily undertaken during the Term of the Contract. The foregoing determinations will be made in the sole discretion of the Ministry Representative.

Inspection or testing by the Ministry Representative will be at the Ministry’s cost. However, re-inspection or re-testing by the Ministry for repaired or replaced Work items that originally did not meet contract requirements shall be at the Contractor’s cost.

Work that is deemed unacceptable in accordance with SS 101.01 will not be eligible for payment from the applicable Item for that Work.

The Completion Certificate will not be issued if there are any unresolved Non-Conformance Reports.

**SECTION 145 – GENERAL REQUIREMENTS FOR HIGHWAY, BRIDGE AND MARINE CONSTRUCTION**

**Issued Date: Dec 20th, 2011**

**145.24 Alterations to Drawings and Plans –** It shall be understood that the Drawings and Plans represent the nature and general layout of the work to be executed and not necessarily the works exactly as they will be carried out. The Ministry Representative will, without invalidating the Contract, be at liberty to make reasonable alterations or to furnish any additional or amended Drawings which do not materially change the type of construction.

Payment for any such altered Work will be at the rates set forth in the Schedule 7 Approximate Quantities and Unit Prices.

**SECTION 201 – ROADWAY AND DRAINAGE EXCAVATION**

**Issued Date: Dec 20th, 2011**

**201.33 Overbreak in Solid Rock** - Overbreak in solid rock excavation encountered in the contract is that portion of any such material which is excavated, displaced or loosened outside and beyond the slopes or grades as staked or re-established (with the exception of slides as described in Subsection 201.42).

Any overbreak that occurs due to the inherent character of any formation encountered, as determined by the Ministry Representative in consultation with the Qualified Professional will be classified as allowable overbreak as described in subsection 201.33.01.

All other overbreak, as so defined, shall be removed by the Contractor at the Contractor’s expense, and shall be disposed of by the Contractor, in the same manner as provided for “Surplus Material”, but at the Contractor’s expense without any allowance for overhaul, except as hereinafter stated.

The Qualified Professional is defined as the Ministry’s Geotechnical Engineer, Rockwork Engineer, or consultant engineer working for the Ministry whose discipline is in geotechnical engineering.

**201.33.02 Contractor’s Negligence** – Overbreak resulting from fault or negligence of the Contractor shall be removed and disposed of, as directed by the Ministry Representative, at no cost to the Ministry.

Definition of negligence will be deemed to be lack of following the sequence of operations, lack of a blast design, lack of preblast survey, and lack of as-built blast design as described in 204.04.06, 204.04.07, and 204.04.08 and 204.04.09. Also, definition of negligence will be deemed to mean lack of cut-off holes on the back slope, excessive spacing of drill holes and overloading of same.

**SECTION 202 – Granular Surfacing, Base and SUB-BASES**

**Issued Date: Dec 1, 2011**

**Table 202-C Aggregate Gradations.**

Table 202-C was revised for both the Intermediate Graded base (IGB) and the Intermediate Graded Sub-base (IGSB) % Passing the 0.075mm Sieve to 0-5% rather than 0-15%. Also for the Open Graded Sub-base (OGSB) % Passing 50mm Sieve to 70-100% instead of 75-100%.

**SECTION 204 – ROCK CUTS**

**Issued Date: Dec 20th, 2011**

**204.03.03** Blast Vibration Monitoring – The Contractor shall provide a blast vibration monitor if required. The blast vibration monitoring shall be under the direction of the Vibration Specialist.

**SECTION 205 – RIPRAP**

**Issued Date: April 11th, 2012**

**Table 205-C** RECOMMENDED TESTS FOR RIPRAP

For property (Specific Gravity and Absorption); Test Designation is corrected to be ASTM D6473 instead of ASTM D6437 for both Specific gravity and Absorption.

**SECTION 412 – CONCRETE REINFORCEMENT**

**Issued Date: July 16th, 2012**

SS412.11.02 Epoxy-Coated Reinforcing Steel is amended.

**Issued Date: July 16th, 2012**

SS412.11.05 Stainless Steel Reinforcing Bar is amended.

**SECTION 415 – MANUFACTURE AND ERECTION OF PRECAST AND PRECAST PRESTRESSED CONCRETE MEMBERS**

**Issued Date: Dec 20th, 2011**

**415.02.03** Materials and construction shall conform to the current CSA A23.4 and the current PCI “Manual for Quality Control for Plants and Production of Precast and Prestressed Concrete Products ". Where there is a discrepancy between the requirements of these two standards, the more stringent shall apply. In cases where it may be unclear as to which standard is more stringent, the Ministry Representative in consultation with the Ministry Chief Bridge Engineer will have the final say.

**SECTION 502 – ASPHALT PAVEMENT CONSTRUCTION (EPS)**

**Issued Date: Nov 1, 2011**

Table 502-H (Page 21 of 32) – Payment Adjustments for Material Application Rate at Actual Application Rate (Percent as specified rate) at ≥ 94.0 to < 96.0, the bottom lift or single lift payment adjustment $ per tonne of material in the Lot (unless otherwise noted) is -$2.00 not

-$12.00.

**Issued Date: Nov 1, 2011,**

Table 502-H (Page 21 of 32) – Payment Adjustments for Material Application Rate at Actual Application Rate (Percent as specified rate) at ≥ 104.0 to < 105.0, the bottom lift or single lift payment adjustment $ per tonne of material in the Lot (unless otherwise noted) is -$1.00 not

$1.00.

**SECTION 582 – CONCRETE CURB AND GUTTER AND STORM DRAINAGE**

**Issued Date: July 16, 2012**

SP582-03.08 Corrugated Steel Manhole Main Smaller than Riser is added, missed from the previous update.

**SECTION 635 – ELECTRICAL AND SIGNING**

**Issued Date: Feb 23, 2012**

SP 635-1.1.27 (16-25M REINFORCING STEEL BARS) changed to (20M REINFORCING STEEL BARS ON BOTTOM) see amended drawing.