Replace Reserved in section 40-1.01C(5) with:

At least 5 business days before Just-In-Time (JIT) training for _______, submit:
1. Instructor's name and qualifications
2. Training location
3. 1 copy of:
   3.1. Course syllabus
   3.2. Handouts
   3.3. Presentation materials

The Engineer provides training evaluation forms. Each attendee must complete training evaluation within 5 business days after JIT training. Submit completed forms to the Engineer and the electronic mailbox address:

   HQ_Construction_Engineering@dot.ca.gov

The Engineer may waive training for personnel who have completed equivalent training within the 12 months preceding JIT training. Submit certificates of completion for the equivalent training.

Replace Reserved in section 40-1.01D(2) with:

Your personnel required to attend the preconstruction meeting must also complete JIT training for ________. Provide the facility for the training.

JIT training may be an extension of the preconstruction meeting and must be:
1. At least 4 hours long
2. Conducted at a mutually agreed place
3. Completed at least 20 days before you start paving activities
4. Conducted during normal working hours

Provide a JIT training instructor who is experienced with the specified pavement construction methods, materials, and tests. The instructor must not be your employee or a Department field staff member. Upon JIT training completion, the instructor must issue a certificate of completion to each participant.

The Department pays you for 1/2 of the cost for providing the JIT training. The Engineer determines the costs under section 9-1.04 except no markups are added. The costs includes training materials, facility use, and the JIT training instructor's wages, including expenses for travel, lodging, meals and presentation materials. The Department does not pay your costs for attending JIT training.

Add to the end of section 40-1.01D(8)(c)(iii) with:

The following concrete pavement roadway segments subject to inertial profiler smoothness requirements will receive a smoothness pay adjustment based on finished surface smoothness values for the applicable pay adjustment table:

<table>
<thead>
<tr>
<th>Route</th>
<th>Lane(s)</th>
<th>Direction</th>
<th>Stationing Limits</th>
<th>Pay Adjustment Table</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

The following areas are not eligible for smoothness pay adjustments:

1. Areas not subject to inertial profiler smoothness requirements
2. Areas where pay adjustment table is not described

Deleted: are exempt from smoothness pay adjustments.
The Department determines smoothness pay adjustments based on your QA Smoothness Testing.

Provide an IA Program-certified inertial profiler. Use an IA Program-certified profiler operator. When requested, furnish certification documentation for the profiler and/or the profiler operator.

After paving, perform QA Smoothness Testing. Notify the Engineer at least 5 days prior to performing QA Smoothness Testing. Conduct QA Smoothness Testing within 10 days of paving. Submit the QA Smoothness Testing Data submittal electronic data files to the Engineer and the Department at Smoothness@dot.ca.gov within 24 hours of collecting the profile data.

The Engineer will provide MRI for each 0.1 mile segment and a summary of areas requiring corrective action within 10 days of receipt of QA Smoothness Testing Data.

After corrective action is complete, perform QA Corrected Smoothness Testing. Notify the Engineer at least 5 days prior to performing QA Corrected Smoothness Testing. Conduct QA Corrected Smoothness Testing within 10 days of corrective action. Submit the electronic data files to the Engineer and the Department at Smoothness@dot.cs.gov within 24 hours of collecting the profile data.

The following pavement smoothness pay adjustments will be applied to 0.10-mi lots and based on Department measured MRI. Lot portions will receive a proportional adjustment.

Deleted: Department inertial profiler acceptance testing is used for smoothness pay adjustments. Department inertial profiler testing will be performed within 15 days of the Contractor's paved inertial profile data and within 15 days of the Contractor's corrected inertial profile data if necessary, as evidenced by written notice by the Contractor and receipt of Contractor's inertial profiler data submittals. Partial portions of pavement may receive inertial profiler acceptance testing subject to a written request by the Contractor and authorization by the Engineer.
Table A
Pavement Smoothness Pay Adjustments

<table>
<thead>
<tr>
<th>MRIlot (in/mi)</th>
<th>Pay Adjustment/0.1 mi</th>
<th>Corrective Action</th>
</tr>
</thead>
<tbody>
<tr>
<td>≤ 45.00</td>
<td>+ $1700.00</td>
<td>None</td>
</tr>
<tr>
<td>45.01 – 55.00</td>
<td>+ (((55.00 - MRIlot) \times 170))</td>
<td>None</td>
</tr>
<tr>
<td>55.01 – 65.00</td>
<td>0</td>
<td>None</td>
</tr>
<tr>
<td>65.01 – 80.00</td>
<td>- (((MRIlot - 65.00) \times 360.00))</td>
<td>Optionalb</td>
</tr>
<tr>
<td>&gt; 80.00</td>
<td>-</td>
<td>Mandatoryc</td>
</tr>
</tbody>
</table>

*Corrective action must not reduce pavement thickness below minimums in section 40-1.01D(3)(c)(iv). Applicable to MRI only.
Diamond grinding allowed.
Correction may be diamond grinding or remove and replace at the contractor's option. Remove and replace areas maximum pay adjustment is $0 or full pay.

Lots may be correctly ground to improve pay adjustments to full pay. Corrective grinding into positive pay adjustments is not allowed. Positive pay adjustment lots will be determined prior to performance of any corrective grinding. Where correction of areas of localized roughness are performed in positive pay adjustment lots, pay adjustments cannot be improved.

Areas of localized roughness greater than 160 in/mi require correction. Areas of localized roughness greater than 140 in/mi but not exceeding 160 in/mi may remain subject to a deduction of $14 per square yard at the Contractor's request. One half of the pavement lane width and length of area of localized roughness will be used to determine the deductive area at these locations.

Pavement smoothness pay adjustments are applied in addition to other pay adjustments.

Add to the end of section 40-1.02C(3):
At the following locations, the dowel bars must be (1) plain bars complying with section 52 and (2) descaled solid stainless-steel bars under ASTM A955/A955M, UNS Designation S31603 or S31803:

1.
2.
3.
Add to the end of section 40-1.02C(4):

At the following locations, the tie bars must be (1) deformed bars and (2) descaled, solid stainless-steel bars under ASTM A955/A955M, UNS Designation S31603 or S31803:

1._________________
2._________________
3._________________