


JOB SPECIAL PROVISIONS TABLE OF CONTENTS (ROADWAY)

(Job Special Provisions shall prevail over General Special Provisions whenever in conflict therewith.)

| | | | |
|-----------|---------------|--|---------------|
| | A. | General - Federal JSP-09-02K | 1 |
| | B. | Project Contact for Contractor/Bidder Questions | 1 |
| | C. | Scope of Work | 2 |
| | D. | Job Order Contract | 2 |
| | E. | Job Order Procedure | 3 |
| | F. | Term of Contract | 5 |
| 1 REVISED | G. | Fixed Unit Price List | 5 |
| | H. | Adjustment Factor | 7 |
| | I. | Bidding the Adjustment Factor | 8 |
| | J. | Contract Award | 8 |
| | K. | Bonds | 8 |
| | L. | Notice to Proceed | 8 |
| | M. | Accelerated Repair | 9 |
| | N. | Completing the Work | 9 |
| 1 REVISED | O. | Final Inspection and Acceptance of the Work | 10 |
| | P. | Liquidated Damages for Failure or Delay in Beginning Work and/or Completing Work on Time | 10 |
| 1 DELETED | Q. | Contract Payments | 11 |
| | R. | Work Zone Traffic Management | 11 |
| 1 REVISED | S. | Traffic Control Plan Types | 14 |
| | T. | Work Plan and Schedule for Accomplishing Work | 17 |
| | U. | Emergency Provisions and Incident Management | 18 |
| | V. | Utilities | 18 |
| | W. | Delay Provisions | 19 |
| | X. | Eliminated Materials | 19 |
| 1 REVISED | Y. | Sample Job Orders | 19 |
| | Z. | Supplemental Revisions JSP-18-01 EE | 20 |
| | AA. | Previous Job Order Information | 27 |
| | BB. | Railroad Requirements | 27 |
| | CC. | Environmental Guidance for Job Order Contracting Projects | 27 |
| | DD. | Restrictions for Migratory Birds | 28 |
| | EE. | Bat Roosting on Bridges | 30 |
| | FF. | Construction Requirements | 30 |
| | GG. | Concrete Masonry Repair | 33 |
| | HH. | Rapid Set Concrete Patching Material – Vertical and Overhead Repairs JSP-02-01 | 34 |
| | II. | Rapid Set Concrete Patching Material – Horizontal Repairs JSP-02-10 | 37 |
| | JJ. | Dense Concrete Overlay Repair | 41 |
| | KK. | Asphalt Wearing Surface Repair | 45 |
| | LL. | Concrete and Masonry Protection System | 49 |
| | MM. | Concrete Crack Filler - High Molecular Weight Methacrylate | 49 |
| | NN. | Seal Coat for Bridge Decks Prior to Asphalt Overlay | 51 |
| | OO. | Removal of Existing Expansion Joint Silicone Sealant or Compression Seal | 52 |
| | PP. | Epoxy Polymer Concrete Resurfacing Over and Near Streams and Wetlands | 52 |
| | QQ. | Removal Of Bridge Debris | 52 |
| | RR. | Preformed Silicone or EPDM Expansion Joint Seal | 53 |
| | SS. | Epoxy Polymer Concrete Overlay Repair | 55 |
| | TT. | Cleaning and Epoxy Coating | 56 |

Job No. JKR0412
 Various Routes
 Johnson, Lafayette, Pettis, and Saline Counties

| | |
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|  | <p>MISSOURI HIGHWAYS AND TRANSPORTATION COMMISSION 105 W. CAPITOL AVE. JEFFERSON CITY, MO 65102 Phone (888) 275-6636</p> |
| | <p>If a seal is present on this sheet, JSP's has been electronically sealed and dated.</p> |
| | <p>JOB NO. JKR0412 VARIOUS COUNTIES, MO Date Prepared: 3/5/2025</p> |
| | |
| <p>Only the following items of the Job Special Provisions are authenticated by this seal: A – EE, and RR</p> | |

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| | |
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JOB
SPECIAL PROVISIONS

A. General - Federal JSP-09-02K

1.0 Description. The Federal Government is participating in the cost of construction of this project. All applicable Federal laws, and the regulations made pursuant to such laws, shall be observed by the contractor, and the work will be subject to the inspection of the appropriate Federal Agency in the same manner as provided in Sec 105.10 of the Missouri Standard Specifications for Highway Construction with all revisions applicable to this bid and contract.

1.1 This contract requires payment of the prevailing hourly rate of wages for each craft or type of work required to execute the contract as determined by the Missouri Department of Labor and Industrial Relations and requires adherence to a schedule of minimum wages as determined by the United States Department of Labor. For work performed anywhere on this project, the contractor and the contractor's subcontractors shall pay the higher of these two applicable wage rates. State Wage Rates, Information on the Required Federal Aid Provisions, and the current Federal Wage Rates are available on the Missouri Department of Transportation web page at www.modot.org under "Doing Business with MoDOT", "Contractor Resources". Effective Wage Rates will be posted 10 days prior to the applicable bid opening. These supplemental bidding documents have important legal consequences. It shall be conclusively presumed that they are in the bidder's possession, and they have been reviewed and used by the bidder in the preparation of any bid submitted on this project.

1.2 The following documents are available on the Missouri Department of Transportation web page at www.modot.org under "Doing Business with MoDOT"; "Standards and Specifications". The effective version shall be determined by the letting date of the project.

General Provisions & Supplemental Specifications

Supplemental Plans to July 2024 Missouri Standard Plans
For Highway Construction

These supplemental bidding documents contain all current revisions to the published versions and have important legal consequences. It shall be conclusively presumed that they are in the bidder's possession, and they have been reviewed and used by the bidder in the preparation of any bid submitted on this project.

B. Project Contact for Contractor/Bidder Questions

1.0 Any project specific questions shall be directed to the following contact:

Chris West, P.E.
Project Manager
Kansas City District Office
Telephone Number: 816-607-2211
Email: christopher.west@modot.mo.gov

2.0 Upon award and execution of the contract, the successful bidder/contractor shall forward all questions and coordinate the work with the contract administrator. The contract will be administered and inspected by the engineer/contract administrator listed below:

Reid Riley, P.E.
Resident Engineer
Marshall Project Office
Telephone Number: 660-886-2115
Email: reid.riley@modot.mo.gov

3.0 All questions concerning the bid document preparation can be directed to the Central Office – Design at (573) 751-2876.

C. Scope of Work

1.0 The scope of work for this project includes various types of maintenance and repair to select bridges and concrete barrier wall (non-bridge), as determined by the engineer. The work will be prescribed through individual Job Orders negotiated between the contractor and the Commission on an as needed basis at each work location. A work location shall be limited to a specific bridge, twin structures, or a series of bridges within a common complex of structures, or isolated locations of concrete barrier wall (non-bridge). The engineer reserves the right to have others (including Commission forces) perform some or all of the work at individual locations based on the needs of the Commission.

2.0 The work boundaries for the terms of the contract include all Commission owned bridge structures in Johnson, Lafayette, Pettis, and Saline Counties within the limits of Commission right-of-way.

3.0 Job Orders for Asphaltic Concrete Overlay Repair will only be issued for work to be performed from April 1 to November 30, unless otherwise mutually agreed upon between the contractor and the engineer.

4.0 The Commission is not bound to issue a minimum or maximum number of Job Orders during the contract term. It is the intent, however, to meet the anticipated budget, as noted elsewhere within this proposal. Award of contract does not guarantee any Job Orders during the duration of the contract.

D. Job Order Contract

1.0 A Job Order Contract is an indefinite quantity contract pursuant to which the contractor shall perform the work itemized in a Job Order at individual work locations throughout the project limits. The contractor shall perform all tasks itemized in the Job Order.

2.0 The engineer will identify the required work at an individual work location in collaboration with the contractor at a Joint Scope Meeting. The engineer will provide the contractor with a draft Detailed Scope of Work which the contractor shall review. Once the detailed Scope of Work is agreed upon, the engineer will issue a Job Order to the contractor. At any given time the contractor may be performing more than one Job Order.

3.0 The contract includes a list of fixed cost pay items with fixed unit prices. Payment for the work will be determined by multiplying the fixed unit prices by the Adjustment Factor. The contractor shall bid the Adjustment Factor to be applied to the fixed unit prices. The total cost of an individual Job Order will be determined by multiplying the fixed unit price of each fixed cost pay item by the Adjustment Factor.

4.0 Definitions.

4.1. Detailed Scope of Work. A written document that sets forth the work the contractor is obligated to perform in connection with a particular Job Order.

4.2 Joint Scoping Process. Field meeting between the engineer and the contractor to review site conditions and determine job tasks to be performed within the scope of an agreed to Job Order.

4.3 Job Order Proposal. A draft document that gives an itemized listing of the job tasks to be performed by the contractor, estimated quantities, fixed cost pay items and any non-fixed cost pay items and costs that have been determined. The Job Order must also include a proposed project schedule; a list of proposed subcontractors indicating D/M/WBE status; and any sketches, drawings, or layouts; amendments to the safety plan and an erosion and sedimentation control plan; or technical data or information on proposed materials or equipment.

4.4 Job Order. A written order from the engineer to the contractor directing the work required at an individual work location in accordance with the Detailed Scope of Work within the Job Order Completion Time.

4.5 Job Order Completion Time. The time within which the contractor must complete the Detailed Scope of Work for a particular Job Order.

4.6 Fixed Cost Pay Item. Work for which a description and fixed cost is set forth in the fixed cost pay item list.

4.7 Non-Fixed Cost Pay Item. Work for which a description and fixed cost is not set forth in the pay item list. Payment for non-fixed cost pay items will be determined in accordance with Sec 109.4.2, 109.4.3, or 109.4.4. Non-fixed cost pay items will be paid using an Adjustment Factor of 1.000.

4.7.1 Concrete Barrier Wall (non-bridge). Due to the high variability in cost to repair concrete barrier wall that is not on or attached to a structure, this work shall be compensated as a non-fixed pay item.

E. Job Order Procedure

1.0 Draft Job Order. The engineer will prepare a Draft Job Order (DJO) and submit to the contractor by email. The DJO will be provided as an Excel spreadsheet and will include the basic information listed in Section 1.2. The contractor shall review the DJO and respond by email within 24 hours, as specified herein. If the contractor agrees to all terms, and accepts the Job Order as final, the contractor shall respond with concurrence and proceed with the work under those terms. If the contractor has any proposed changes, the contractor shall present those in the response. The engineer will consider any proposed changes and respond with a Final Job Order, as described in Section 2.0. If additional time is required for the engineer to review the contractor's

proposed changes, or if time is needed to hold a Joint Scope Meeting prior to the work, the Notice to Proceed date will be postponed accordingly and revised by the engineer.

1.1 Joint Scope Meeting. For complex job orders, or when price agreement negotiations are necessary, or for any other reason deemed necessary by the engineer, a joint scope meeting may be required either in person at the job site, or through Microsoft Teams, to plan the work and complete all job order terms. Establishment of pricing for any non-fixed cost pay items shall be in accordance with Sec 109.4.2 or 109.4.3. If no agreement to pricing can be made, then the work will proceed with payment for non-fixed cost items under Sec 109.4.4. The contractor's attendance at the joint scope meeting is required and at no additional cost.

1.2 Draft Job Order Information. The Draft Job Order will provide the following information:

- (a) Job order number
- (b) MoDOT Property Damage (PD) No. (when applicable)
- (c) County, route, and location
- (d) Date of issuance
- (e) Proposed Notice to Proceed date (as defined elsewhere in these provisions)
- (f) Required completion date
- (g) Designation if work is restricted to the nighttime period only
- (h) Traffic control plan type
- (i) Additional traffic control devices (if needed)
- (j) Speed limit reduction and normal speed limit (if needed)
- (k) General description of repair
- (l) Estimated repair quantities

2.0 Final Job Order. Following any revisions to the DJO, as authorized by the engineer, the terms in the Job Order are considered binding. The final Job Order is a written notice from the engineer to the contractor directing the work to be performed at each work location. A job order is considered a contract document as defined in Sec 101.2. A separate job order will be issued for each work location, as defined elsewhere in these provisions.

2.1 The contractor does not have the right to refuse to perform any Job Order or any work identified in a Job Order. If the contractor refuses or fails to perform any Job Order or any work identified in a Job Order, the contractor may be considered in default in accordance with Sec 108.

2.2 The Commission reserves the right to cancel or reject a Job Order for any reason. The Commission also reserves the right to not issue a Job Order if that is determined to be in the best interests of the Commission. The contractor shall not recover costs arising out of or related to the development of the Job Order including but not limited to the costs to attend the Joint Scope Meeting, review the Detailed Scope of Work, subcontractor costs, and the cost to review the Job Order Proposal with the Commission.

2.3 Multiple Job Orders. The engineer may issue multiple job orders with the same or overlapping completion periods.

3.0 Completed Job Orders. Following completion of the Job Order work, the contractor shall promptly enter the following information into the Excel Job Order form and return the Job Order to the engineer by email:

- (a) Actual date that repairs were completed

- (b) Actual repair materials used to complete the work and any traffic control changes, as authorized by the engineer
- (c) Printed name of the contractor's authorized representative who is certifying that the work is complete and in compliance with the Job Order, Contract, and plans (when applicable)

3.1 The engineer will review the completed Job Order, make any necessary adjustments to update final quantities, including traffic control, and determine the final payment amount. If any additional time to complete the work is warranted due to the engineer changing priority of Job Order completion, or for any other reason, the engineer will note such time extension in the comments section. Upon acceptance of the work, as described in JSP FINAL INSPECTION AND ACCEPTANCE OF THE WORK, the engineer will serve notice of Acceptance for Maintenance by converting the final completed Job Order to PDF format, digitally signing, and sending a digital copy to the contractor by email. Payment will be made following acceptance. Should any liquidated damages be assessed for failure to complete the work on time, a separate contract adjustment will be made.

F. Term of Contract

1.0 The term of this contract shall be for the period commencing July 1, 2025 and shall end June 30, 2027.

1.1 Any work already ordered or in progress when the contract term ends shall be completed in accordance with the provisions, price proposals and timelines established in the issued Job Order(s), or liquidated damages will be assessed against the contractor in accordance with the provisions of this contract.



REVISED

G. Fixed Unit Price List

1.0 Description. A fixed unit price list containing unit prices associated with bridge deck repair and traffic control is listed below. Fixed unit prices are for complete and in-place construction and include all labor, equipment and material required to complete the construction task. All labor, material, equipment and work required by a specification shall be considered part of the fixed unit price, unless otherwise stated elsewhere in this contract. Pay limits will be defined in the approved Job Order.

2.0 Fixed Unit Price List for Bridge Deck Repair and Traffic Control.

| MISC. TRAFFIC CONTROL ITEMS | | | |
|------------------------------------|--|--------------------|--------------------------------|
| <u>Item Number</u> | <u>Description</u> | <u>Unit</u> | <u>Fixed Unit Price</u> |
| 6169902 | MISC. ADDITIONAL TRUCK MOUNTED ATTENUATOR (TMA) | EA | \$750.00 |
| 6169904 | MISC. ADDITIONAL CONSTRUCTION SIGNS | SF | \$3.00 |
| 6169902 | MISC. ADDITIONAL CHANNELIZER (TRIMLINE) | EA | \$9.00 |
| 6169902 | MISC. ADDITIONAL TYPE III MOVEABLE BARRICADE | EA | \$75.00 |
| 6169902 | MISC. ADDITIONAL DIRECTIONAL INDICATOR BARRICADE | EA | \$18.75 |
| 6169902 | MISC. ADDITIONAL FLASHING ARROW PANEL | EA | \$390.00 |
| 6169902 | MISC. SEQUENTIAL FLASHING WARNING LIGHT | EA | \$50.00 |
| 6169902 | MISC. ADDITIONAL CMS (CONTRACTOR FURNISHED/RETAINED) | EA | \$1,200.00 |

Job No. JKR0412
Various Routes
Johnson, Lafayette, Pettis, and Saline Counties

| | | | |
|---------|--|----|------------|
| 6169902 | SINGLE LANE CLOSURE | EA | \$3,000.00 |
| 6169902 | DOUBLE LANE CLOSURE | EA | \$3,900.00 |
| 6169902 | INTERIOR LANE CLOSURE | EA | \$3,900.00 |
| 6169902 | TRIPLE LANE CLOSURE | EA | \$4,500.00 |
| 6169902 | RAMP CLOSURE | EA | \$1,800.00 |
| 6169902 | RESET TRAFFIC CONTROL FOR SINGLE LANE SHIFT CLOSURE | EA | \$1,000.00 |
| 6169902 | MISC. 1-LANE 2-WAY OPERATION W/ FLAGGERS | EA | \$3,000.00 |

| BRIDGE ITEMS | | | |
|------------------------|---|-------------|---------------------------------|
| Item Number | Description | Unit | Fixed Unit Price |
| 2169903 | REMOVAL OF EXISTING EXPANSION JOINT SILICONE SEALANT | LF | \$35.00 |
| 2169903 | REMOVAL OF EXISTING EXPANSION JOINT COMPRESSION SEAL | LF | \$52.00 |
| 4019904 | ASPHALTIC CONCRETE OVERLAY REPAIR | SF | \$12.00 |
| 4094000 | SEAL COAT, GRADE A | SY | \$4.00 |
| 4094010 | SEAL COAT, GRADE B | SY | \$4.00 |
| 6234000 | POLYMER CONCRETE | CF | \$300.00 |
| 7040101 | SUBSTRUCTURE REPAIR (FORMED) | SF | \$178.00 |
| 7040113 | CLEANING AND EPOXY COATING | SF | \$8.00 |
| 7049904 | BRIDGE DECK APPROACH SLAB REPAIR (PARTIAL DEPTH) (OVER 200 SF) | SF | \$40.00 |
| 7049904 | BRIDGE DECK APPROACH SLAB REPAIR (PARTIAL DEPTH) (0-200 SF) | SF | \$80.00 |
| 7049904 | BRIDGE DECK APPROACH SLAB REPAIR (FULL DEPTH) | SF | \$90.00 |
| 7049904 | REPAIRING CONCRETE DECK (HALF-SOLING) (OVER 600 SF) | SF | \$35.00 |
| 7049904 | REPAIRING CONCRETE DECK (HALF-SOLING) (200-600 SF) | SF | \$50.00 |
| 7049904 | REPAIRING CONCRETE DECK (HALF-SOLING) (UNDER 200 SF) | SF | \$60.00 |
| 7049904 | DECK REPAIR W/ VOID TUBE REPLACEMENT (OVER 80 SF) | SF | \$90.00 |
| 7049904 | DECK REPAIR W/ VOID TUBE REPLACEMENT (0-80 SF) | SF | \$130.00 |
| 7049904 | FULL DEPTH REPAIR (OVER 600 SF) | SF | \$60.00 |
| 7049904 | FULL DEPTH REPAIR (200-600 SF) | SF | \$80.00 |
| 7049904 | FULL DEPTH REPAIR (UNDER 200 SF) | SF | \$100.00 |
| 7049904 | DENSE CONCRETE OVERLAY REPAIR (OVER 600 SF) | SF | \$20.00 |
| 7049904 | DENSE CONCRETE OVERLAY REPAIR (200-600 SF) | SF | \$30.00 |
| 7049904 | DENSE CONCRETE OVERLAY REPAIR (UNDER 200 SF) | SF | \$40.00 |
| 7049904 | EPOXY POLYMER OVERLAY REPAIR, CONCRETE DECK (OVER 600 SF) | SF | \$8.00 |
| 7049904 | EPOXY POLYMER OVERLAY REPAIR, CONCRETE DECK (200-600 SF) | SF | \$12.00 |
| 7049904 | EPOXY POLYMER OVERLAY REPAIR, CONCRETE DECK (UNDER 200 SF) | SF | \$14.00 |
| 7049904 | VERTICAL SUBSTRUCTURE REPAIR (UNFORMED) | SF | \$128.00 |
| 7049904 | VERTICAL SUPERSTRUCTURE REPAIR (UNFORMED) | SF | \$128.00 |
| 7049904 | OVERHEARD SUBSTRUCTURE REPAIR (UNFORMED) | SF | \$137.00 |
| 7049904 | OVERHEARD SUPERSTRUCTURE REPAIR (UNFORMED) | SF | \$137.00 |
| 7119905 | CONCRETE & MASONRY PROTECTION SYSTEM | SY | \$4.00 |
| 7033013 | PENETRATING CONCRETE SEALER | SY | \$4.20 |
| 7049905 | CONCRETE CRACK FILLER – HIGH MOLECULAR WEIGHT METHACRYLATE | SY | \$15.00 |

| BRIDGE ITEMS | | | |
|---------------------|--|-------------|-------------------------|
| <u>Item Number</u> | <u>Description</u> | <u>Unit</u> | <u>Fixed Unit Price</u> |
| 7179903 | SILICONE EXPANSION JOINT SEALANT (<2.5" WIDTH) | LF | \$50.00 |
| 7179903 | PREFORMED SILICONE OR EPDM EXPANSION JOINT SEAL (2.5"- 4.5" WIDTH) | LF | \$100.00 |

H. Adjustment Factor

1.0 Description. The Adjustment Factor includes business and construction related costs as defined in this specification. It is the responsibility of the contractor to verify the unit prices provided in this contract and to modify their Adjustment Factor accordingly.

1.1 Business Costs. Business related costs consist of profit, overhead costs, subcontractor profit and overhead, taxes, finance costs, and other costs including but not limited to;

- (a) insurance, bonds and indemnification
- (b) project meetings, training, management and supervision
- (c) project office staff and equipment
- (d) employee or subcontractor wage rates that exceed prevailing wages
- (e) fringe benefits, payroll taxes, worker's compensation, insurance costs and any other payment mandated by law in connection with labor that exceeds the labor rate allowances
- (f) Business risks such as the risk of low than expected volumes of work, smaller than anticipated Job Orders, poor subcontractor performance, and inflation or material cost fluctuations

1.2 Construction Costs. Construction related costs include but are not limited to;

- (a) personnel safety equipment
- (b) security requirements
- (c) excess material waste
- (d) daily and final clean-up
- (e) costs resulting from inadequate supply of materials, fuel, electricity, or skilled labor
- (f) costs resulting from productivity loss
- (g) working in extreme and adverse weather conditions
- (h) any other discreet items of work required to complete a particular Job Order

1.3 Mobilization Costs. All costs in accordance with Sec 618 shall be included in the contractor's Adjustment Factor as defined in the contract except as otherwise noted in this contract.

1.4 General Costs. The above lists are not exhaustive and are intended to provide general examples of cost items to be included in the contractor's Adjustment Factor as defined in the contract.

2.0 Adjustment Factor. The Adjustment Factor may include daytime, nighttime, and/or weekend hours as identified by the Engineer.

2.1 Daytime hours are defined as ½ hour after sunrise to ½ hour before sunset. If the contractor works outside of the defined daytime hours, the contractor shall provide lighting equipment at no additional cost to the Commission.

3.0 Nighttime Work. If the engineer determines traffic volumes are such that work cannot be performed during the daytime, without significant traffic impacts, the Job Order will specify nighttime repair operations.

4.0 Weekend Work. If the Engineer determines traffic volumes are such that work cannot be performed Monday through Friday without significant traffic impacts, the Job Order will specify weekend repair operations.

I. Bidding the Adjustment Factor

1.0 The bidder shall complete the bid form by writing in the Adjustment Factor. The Adjustment Factor shall be specified to three decimal places. Note that this is a contract pay item for contractor payment, not work items.

EXAMPLE: The Adjustment Factor shall be entered as the following example illustrates.

| | | | | |
|----|---|---|---|---|
| 1 | . | 1 | 9 | 8 |
| OR | | | | |
| 0 | . | 9 | 8 | 7 |

Note: The Adjustment Factors used are for example purposes only and is not an indication of factors being bid by the contractor.

J. Contract Award

1.0 The Commission will evaluate the bids with the intent of awarding the contract to the lowest responsible bidder. The budget for this project will have a minimum budget of \$0 dollars and an anticipated maximum of \$500,000. If the contract is extended in accordance with the TERM OF CONTRACT JSP, the anticipated budget will be no more than two times the maximum amount.

2.0 The lowest bid will be determined by multiplying the Adjustment Factor by the anticipated budget for the adjustment factor. For purposes of bidding this contract, the estimated percentage of work performed during Daytime hours is 15%, Nighttime hours is 85%, and Weekend hours is 0%. The dollar quantities provided in the bid form are anticipated budgets and are not intended to represent the actual value of work that will be assigned.

K. Bonds

1.0 The amount of the Bid Bond shall be 5% of the anticipated budget for this project.

2.0 The amount of the Performance Bond shall be 100% of the anticipated budget for this project.

L. Notice to Proceed

Delete Sec 108.2 and substitute the following:

108.2 Notice to Proceed. For each Job Order, the engineer will include a notice to proceed, which will stipulate the date the contractor is expected to begin work. The notice to proceed date will normally be 14 calendar days after the job order is issued.

M. Accelerated Repair

1.0 Should the engineer deem an expedited Notice to Proceed is necessary in order to avoid detours or significant traffic congestion due to a bridge or lane closure, the Job Order shall be designated as an Accelerated Repair. Commission forces or others will initially respond to the location and perform such work as necessary to reduce the immediate impact to traffic.

2.0 The contractor will be notified by phone of the location of the accelerated repair and extent of work needed. Written confirmation of the required work will be provided by email or personal delivery immediately after notification. The contractor shall provide a means for the engineer to contact the contractor 24 hours a day for such emergencies. The Job Order will be negotiated and issued by the Commission within 48 hours of notification to the contractor. It is estimated that an accelerated repair could occur up to three times during the term of this contract.

3.0 The contractor shall respond to the work location and begin the accelerated repair work within five (5) calendar days of execution of the Job Order. After beginning the accelerated repair work, the contractor shall continuously and diligently pursue the work according to the mutually agreed upon schedule in the Job Order until all of the repairs described in the Job Order are complete, unless otherwise approved by the engineer.

4.0 No additional payment will be made for an accelerated repair Job Order that includes a Notice to Proceed date of five (5) or more days from issuance of the Job Order. Should a Notice to Proceed date of less than five (5) calendar days be requested by the engineer, additional costs due to accelerating the work will be reimbursed, as agreed upon by both parties prior to execution of the Job Order. The Adjustment Factor will not be applied to any agreed payment for accelerated repair. All other items necessary to complete the repair work will be paid for at the fixed unit price multiplied by the Normal Work or Nighttime Work Adjustment Factor, as mutually agreed upon in the Job Order.

N. Completing the Work

1.0 The contractor shall perform any task in the fixed unit price list for the fixed unit price multiplied by the quantity, multiplied by the Adjustment Factor. The contractor shall perform the Detailed Scope of Work for the Job Order Price as calculated in accordance with the procedure for developing Job Orders set forth herein.

2.0 When installed quantities differ from the estimated quantities in the issued Job Order, the as built quantities in the final Job Order will address the quantity variation(s) for final payment. When quantities are not specified in the Detailed Scope of Work, the Job Order Price will be deemed to be lump sum for such work.

3.0 The contractor shall employ and supply a sufficient force of workers, materials and equipment and shall progress the work with such diligence so as to ensure completion of the Detailed Scope

of Work within the Job Order completion Time or within such extended time for completion as may be granted by the engineer.

4.0 In order to assist in reviewing the Job Order Price Proposal, the contractor shall as part of the Job Order Proposal prepare and submit to the engineer for approval, a progress schedule showing the order in which the contractor proposes to carry on the work, the date of which it will start the major items of work (including but not limited to excavation, drainage, paving, structures, mobilization, soil erosion and sediment control, etc.) and the critical features (including procurement of materials, plant and equipment) and the contemplated dates for completing the same.

 **REVIS** **O. Final Inspection and Acceptance of the Work**

Delete Sec 105.10.7 through 105.10.7.2 and substitute the following:

105.10.7 Final Inspection. Upon completion of the required work for each Job Order, the contractor shall promptly notify the engineer as specified per Section 3.0 of JSP JOB ORDER PROCEDURE. Final inspections by the engineer may be random and may not be performed for all Job Orders. At the discretion of the engineer, in lieu of a Final Inspection, the engineer may declare Acceptance for Maintenance based on the certification of work by the contractor's authorized representative. If the engineer determines all work required by the contract has been satisfactorily completed, or the engineer accepts the contractor's certification, the engineer will make the acceptance for maintenance and notify the contractor in writing as specified per Section 3.1 of JSP JOB ORDER PROCEDURE. Final Acceptance of all work in the Contract will occur as specified in Sec 105.15 and within 30 days of receipt of final documentation from the contractor.

105.10.7.1 Work determined to be unsatisfactory by the engineer, even if discovered following Acceptance for Maintenance, shall be corrected to acceptable standards at the contractor's sole cost. All items that are unsatisfactory shall be corrected within the time specified for each Job Order, or as otherwise allowed by the engineer. Any time extension given will be considered a noncompensable delay. Upon completion of the corrections, the contractor shall notify the engineer for a reinspection.

105.10.7.2 Following a Job Order final inspection and Acceptance for Maintenance, the contractor, subcontractors, and suppliers are relieved of any new or additional liability to third parties for personal injury, death, or property damages which may be alleged to result from the performance of the work required by that job order, unless additional work on the right of way is required by the engineer.

105.10.7.3 Nothing in this section shall be deemed to excuse the contractor of liability or responsibility for any personal injury, death, or property damages which may arise from acts or the failure to act prior to the final inspection of the work required by the Job Order.

P. Liquidated Damages for Failure or Delay in Beginning Work and/or Completing Work on Time

1.0 Description. If the contractor, or in case of default, the surety fails to begin or complete the work required in a job order within the time specified, or within such extra time as may be allowed by the contract, the contractor shall be charged with liquidated damages in the amount of **\$250 per day** for each day or partial day that the job order remains incomplete in excess of the specified

time. The amount specified is agreed upon, not as a penalty, but as liquidated damages for loss to the Commission and the public. This amount will be deducted from any amount due under the contract. These damages will apply to each individual job order for which the contractor fails to complete the work on time. The contractor and surety shall be liable for all liquidated damages. Permitting the contractor to continue the work after the expiration of the specified time or any extension of time will not constitute a waiver by the Commission of any contractual rights. It shall be the responsibility of the engineer to determine the quantity of excess time.

2.0 Sec 108.8.1 through 108.8.1.3 shall not apply to this contract.

3.0 These liquidated damages will not be charged for Saturdays, Sundays, national, and state holidays established by law.

 DELETED

Q. Contract Payments

~~**1.0** The contractor shall request payment by submitting an invoice to the engineer. The invoice shall be for the job orders completed and shall be itemized by job order number. A summary of all contract items used, contract unit prices, and total cost shall be included with the invoice.~~

~~**1.1** The engineer will make payment estimates for the Job Orders completed and final inspected and the value thereof at the price established in the Job Order, including any necessary adjustments. The payment estimates will include deductions from the contractor's invoice for any liquidated damages applicable to any of the Job Orders.~~

~~**1.2 Material Allowance.** No material allowance will be made for this contract.~~

R. Work Zone Traffic Management

1.0 Description. The contractor may be responsible for the work zone traffic management as mutually agreed upon by the contractor and engineer for each individual Job Order. Work zone traffic management shall be in accordance with applicable portions of Division 100 and Division 600 of the Standard Specifications, and specifically as follows.

2.0 Traffic Management Schedule.

2.1 The contractor shall notify the engineer at least 48 hours prior to performing any work at each work site. The notification shall include all information needed to identify traffic impacts such as work location, anticipated work hours, traffic control plan type, required lane or shoulder closures, anticipated duration of the work, etc. The contractor shall designate a contact person who is available for the duration of the work to resolve any traffic impact issues resulting from the contractor's operations. The engineer will make appropriate notification to the public, MoDOT customer service, and MoDOT work crews of the contractor's operations. The contractor shall notify the engineer as soon as practical any postponement due to weather, material, or other circumstances and shall notify the engineer when the work has been rescheduled.

2.2 In order to ensure minimal traffic interference, the contractor shall schedule lane closures for the absolute minimum amount of time required to complete the work. Lanes shall not be closed until material is available for continuous construction and the contractor is prepared to diligently pursue the work until the closed lane is reopened to traffic.

3.0 Maintenance of Traffic.

3.1 Traffic shall be maintained through the work zone using the existing pavement in accordance with the traffic control plans. No detours or lane shifts onto shoulders will be allowed unless otherwise approved by the engineer.

3.2 Provisions shall be made to allow the movement of emergency vehicles through the limits of construction at all times.

3.3 During non-working hours the contractor shall have all lanes of traffic open for all routes, ramps, and side roads. All channelizers and other traffic control devices shall be removed from the roadway during non-working hours unless otherwise approved by the engineer.

4.0 Traffic Congestion and Delay. The contractor shall, upon approval of the engineer, take proactive measures to reduce traffic congestion in the work zone. The contractor shall be responsible for maintaining the existing traffic flow through the job site during the work. If disruption of the traffic flow occurs and traffic is backed up in queues of 15 minute delays or longer, then the contractor shall review the construction operations which contributed directly to disruption of the traffic flow and make adjustments to the operations to prevent queues from occurring again.

5.0 Traffic Safety.

5.1 Where traffic queues routinely extend to within 1000 feet (300 m) of the ROAD WORK AHEAD, or similar, sign on a divided highway or to within 500 feet (150 m) of the ROAD WORK AHEAD, or similar, sign on an undivided highway, the contractor shall extend the advance warning area, as approved by the engineer.

5.2 When a traffic queue extends to within 1000 feet (300 m) of the ROAD WORK AHEAD, or similar, sign on a divided highway or to within 500 feet (150 m) of the ROAD WORK AHEAD, or similar, sign on an undivided highway due to non-recurring congestion, the contractor shall deploy a means of providing advance warning of the traffic congestion, as approved by the engineer. The warning location shall be no less than 1000 feet (300 m) and no more than 0.5 mile (0.8 km) in advance of the end of the traffic queue on divided highways and no less than 500 feet (150 m) and no more than 0.5 mile (0.8 km) in advance of the end of the traffic queue on undivided highways.

6.0 Work Hour Restrictions.

6.1 All work shall be scheduled to avoid major sporting events, conventions, concerts, and similar special events as specified by the engineer. During the term of this contract, there are five major holiday periods: New Year's Day, Memorial Day, Labor Day, Thanksgiving, and Christmas. All lanes shall be scheduled to be open to traffic during these holiday periods, from 12:00 noon on the last working day preceding the holiday until 6:00 a.m. on the first working day subsequent to the holiday, unless otherwise designated by the engineer.

6.1.1 Independence Day. The lane restrictions specified in Section 6.1 shall also apply to Independence Day, except that the restricted periods shall be as follows:

| When Independence Day falls on: | The Holiday is Observed on: | Halt Lane Closures beginning at: | Allow Lane Closures to resume at: |
|--|------------------------------------|---|--|
| Sunday | Monday | Noon on Friday | 6:00 a.m. on Tuesday |
| Monday | Monday | Noon on Friday | 6:00 a.m. on Tuesday |
| Tuesday | Tuesday | Noon on Monday | 6:00 a.m. on Wednesday |
| Wednesday | Wednesday | Noon on Tuesday | 6:00 a.m. on Thursday |
| Thursday | Thursday | Noon on Wednesday | 6:00 a.m. on Friday |
| Friday | Friday | Noon on Thursday | 6:00 a.m. on Monday |
| Saturday | Friday | Noon on Thursday | 6:00 a.m. on Monday |

6.2 During non-working hours the contractor shall have all lanes of traffic open for all routes, ramps, and side roads. Working hours for weekends and holidays shall be determined by the engineer.

6.3 Due to the wide variance in traffic volumes throughout the contract area, it is not possible to give specific work hours for the term of the contract. Each Job Order will specify work hours or work hour restrictions based on the repair location, this may include peak hour restrictions. The following table provides general guidance as to the most restrictive schedule for when work on or adjacent to the roadway may be allowed.

| <u>Traffic Control Plan Type</u> | <u>Work Hours (Monday thru Friday)</u> |
|---------------------------------------|--|
| Single Lane Closure | 7:30 p.m. to 4:30 a.m. |
| Double Lane Closure | 9:30 p.m. to 4:30 a.m. |
| Triple Lane Closure | 10:00 p.m. to 4:30 a.m. |
| Interior Lane Closure | 9:30 p.m. to 4:30 a.m. |
| Ramp Closure | Hours and days as approved by the engineer |
| One Lane Two Way Operation Flagger | Hours and days as approved by the engineer with Flagger |

Specific work hours for an individual work location shall be according to the mutually agreed upon schedule in the Job Order.

7.0 Weekend Bridge Work. Some bridges will need full weekend lane closures. The contractor is required to give at least one week notice prior to any weekend lane closures.

8.0 Work Within Another Work Zone. The engineer may determine it is in the best interest of the Commission and the traveling public to have the work designated in the job order performed within another contractor's work zone or within a MoDOT work zone. If the work is designated to be performed within another work zone, the contractor shall coordinate and perform the work in accordance with Sec 105.6.

9.0 Ramp Closure. Ramp closures shall be minimized and shall be approved by the engineer a minimum of five days prior to the closure. Only one ramp closure will be permitted in a particular interchange or complex at one time. Work on acceleration / deceleration lanes will not require ramp closure unless approved by the engineer. Detour traffic handling details will be as specified by the engineer. Major ramp closures may require detour signing with other ramp closures only requiring use of changeable message signs (CMS) for detours. If the engineer determines detour signing is required, all necessary detour trailblazing placards will be furnished, installed, and covered by others. The contractor shall furnish all CMS required by the engineer. The contractor shall be responsible for uncovering and covering the trailblazing placards as work progresses.

10.0 Changeable Message Signs. The contractor shall provide changeable message signs notifying motorists of future traffic disruption and possible traffic slow down one week before traffic is shifted to a detour. The changeable message sign installation shall be placed at a location as approved or directed by the engineer.

11.0 Basis of Payment. All items necessary to complete the traffic control will be paid for at the fixed unit price multiplied by the Adjustment Factor, as mutually agreed upon in the Job Order.



S. Traffic Control Plan Types

1.0 Description. The following traffic control plan types shall be used for the work. The contract provides an estimated number of traffic control items required for single lane closures, double lane closures, triple-lane closures, and ramp closures. The engineer may determine that the contractor shall perform work on more than one bridge within a lane closure when the bridges are within close proximity to each other.

2.0 Plan Types.

2.1 Single Lane Closure. A single lane closure shall be performed by furnishing, installing, and removing the following set of traffic control devices.

| | |
|---------|---|
| 2 each | Bridge Work Ahead |
| 2 each | Right (Left) Lane Closed Ahead |
| 2 each | Reduced Speed Limit Ahead (Symbol) |
| 1 each | Right (Left) Lane Closed |
| 1 each | Merge with Right (Left) Arrow |
| 2 each | Speed Limit XX MPH |
| 2 each | Work Zone (Plaque) |
| 14 each | Directional Indicator Barricade |
| 30 each | Channelizer (Trim Line) |
| 2 each | Flashing Arrow Panel (One Truck Mount for TMA) |
| 1 each | Truck Mounted Attenuator |
| 1 each | Changeable Message Sign (Contractor Furnished / Retained) |

2.2 Double Lane Closure. The contractor shall obtain approval from the engineer prior to any double lane closure. A double lane closure shall be performed by furnishing, installing, and removing the following set of traffic control devices.

| | |
|----------|--|
| 2 each | Bridge Work Ahead |
| 2 each | 2 Right (Left) Lanes Closed Ahead |
| 2 each | Reduced Speed Limit Ahead (Symbol) |
| 2 each | Right (Left) Lane Closed |
| 2 each | Merge with Right (Left) Arrow |
| 4 each | Speed Limit XX MPH |
| 4 each | Work Zone (Plaque) |
| 2 each | Speed Limit XX (Normal Speed) |
| 28 each | Directional Indicator Barricade |
| 100 each | Channelizer (Trim Line) |
| 3 each | Flashing Arrow Panel (One Truck Mount for TMA) |
| 1 each | Truck Mounted Attenuator |

1 each Changeable Message Sign (Contractor Furnished / Retained)

2.3 Interior Lane Closure. The contractor shall obtain approval from the engineer prior to any interior lane closure. An interior lane closure shall be performed by furnishing, installing, and removing the following set of traffic control devices.

2 each Bridge Work Ahead
2 each Right (Left) Lane Closed Ahead
2 each Reduced Speed Limit Ahead (Symbol)
1 each Right (Left) Lane Closed
1 each Merge with Right (Left) Arrow
2 each Speed Limit XX MPH
2 each Work Zone (Plaque)
1 each Center Lane Closed Ahead
1 each Right (Left) Reverse Curve (Symbol)
2 each Speed Limit XX (Normal Speed)
14 each Directional Indicator Barricade
100 each Channelizer (Trim Line)
3 each Flashing Arrow Panel (One Truck Mount for TMA)
1 each Truck Mounted Attenuator
1 each Changeable Message Sign (Contractor Furnished / Retained)

2.4 Triple Lane Closure. The contractor shall obtain approval from the engineer prior to any triple lane closure. A triple lane closure shall be performed by furnishing, installing, and removing the following set of traffic control devices.

2 each Bridge Work Ahead
2 each 3 Right (Left) Lanes Closed Ahead
2 each Reduced Speed Limit Ahead (Symbol)
3 each Right (Left) Lane Closed
3 each Merge with Right (Left) Arrow
6 each Speed Limit XX MPH
6 each Work Zone (Plaque)
2 each Speed Limit XX (Normal Speed)
42 each Directional Indicator Barricade
70 each Channelizer (Trim Line)
4 each Flashing Arrow Panel (One Truck Mount for TMA)
1 each Truck Mounted Attenuator
1 each Changeable Message Sign (Contractor Furnished / Retained)

2.5 Ramp Closure. The contractor shall obtain approval from the engineer a minimum of five days prior to any ramp closure. A ramp closure shall be performed by furnishing, installing, and removing the following set of traffic control devices. Uncovering and covering any detour trailblazing placards furnished and installed by others is included in the work.

2 each Bridge Work Ahead
2 each Ramp Closed Ahead
2 each Reduced Speed Limit Ahead (Symbol)
2 each Detour Ahead
2 each Speed Limit XX MPH
2 each Work Zone (Plaque)
1 each Road Closed

| | |
|---------|---|
| 2 each | Speed Limit XX (Normal Speed) |
| 14 each | Directional Indicator Barricade |
| 40 each | Channelizer (Trim Line) |
| 2 each | Flashing Arrow Panel (One Truck Mount for TMA) |
| 1 each | Truck Mounted Attenuator |
| 2 each | Changeable Message Sign (Contractor Furnished / Retained) |
| 3 each | Type III Movable Barricade |

2.6 One-Lane Two-Way Operation with Flaggers. A minimum of two flaggers will be required to direct traffic. Additional flaggers may be required when working at intersecting streets or ramps as directed by the engineer. No direct payment will be made for flaggers. "One-Lane Two-Way Operation with Flaggers", shall include furnishing, installing, and removing the following set of traffic control devices as shown on the plans:

| | |
|--------|---------------------|
| 2 each | Road Work Ahead |
| 2 each | One Lane Road Ahead |
| 2 each | Be Prepared To Stop |
| 2 each | Flagger (Symbol) |

3.0 Additional Traffic Control Devices. The engineer may determine that signs, channelizers, and Type III Movable Barricades in addition to those devices shown in the plans are necessary to safely accommodate traffic. These additional devices may be needed for merging ramp traffic, detours, multiple bridges, or other special cases to supplement the specified lane closure devices. The contract provides a fixed cost for any additional traffic control items.

4.0 Flaggers. Flaggers may be required when working at intersecting streets or ramps as directed by the engineer. No direct payment will be made for flaggers.

5.0 Reset Traffic Control for Single Lane Closure. When a Single, Double, or Triple Lane Closure on a divided highway has been utilized and paid, and it becomes necessary to remove and reset the Single Lane Closure traffic control devices in the same location, payment for Reset Traffic Control for Single Lane Closure will be paid for at the fixed unit price for each reset. For example, should work be required in both the right and left lanes at the same location, payment will be made for one Single Lane Closure and one Reset Traffic Control for Single Lane Closure. When work at a location cannot be completed in one day, thus requiring removal of the Single Double Lane Closure and resetting in the same lane and location, payment will be made for one Single Double Lane Closure and one Reset Traffic Control for Single Lane Closure. For example, if repair work at a single location requires a partial day in the right lane, then a lane switch to finish day one working in the left lane, then taking down the traffic control and returning to complete the work in the left lane on day two, payment will be made for one Single Lane Closure and two occurrences of Reset Traffic Control for Single Lane Closure. For example, if repair work at a single location requires a partial day Triple Lane Closure, then a lane switch to finish day one working in a Single Lane Closure, then taking down the traffic control and returning two additional days to complete the work with a Double Lane Closure on days two and three, payment will be made for one Triple Lane Closure and two occurrences of Reset Traffic Control.

6.0 Method of Measurement and Basis of Payment.

6.1 Measurement of lane closures will be made per each set-up made within the term of the Job Order. A set-up is defined as each installation and removal of traffic control devices at a specific work site. If a set-up is switched to a different lane (i.e., from a left lane closure to a right lane closure), the contractor will be paid per each set-up. If the duration of a lane closure exceeds one

week, the contractor will be paid an additional fixed unit cost for the Changeable Message Sign (Contractor Furnished/Retained) and the Flashing Arrow Panel (One Truck Mount for TMA) per week. If the engineer determines that a lane closure is needed both on the bridge and under the bridge to accommodate the work, each lane closure type will be paid for at the work site per the fixed unit price established for each type lane closure. The maximum number of lane closures to be paid per Job Order is two (2). Payment will not be made for any lane closure that does not result in productive deck repair work as determined by the engineer. Additional lane closures may be installed by the contractor at his expense. The accepted quantity of each lane closure will be paid for at the fixed unit price for:

| | | |
|----------------|---|------|
| Item 616-99.02 | Single Lane Closure | Each |
| Item 616-99.02 | Double Lane Closure | Each |
| Item 616-99.02 | Interior Lane Closure | Each |
| Item 616-99.02 | Triple Lane Closure | Each |
| Item 616-99.02 | Ramp Closure | Each |
| Item 616-99.02 | Reset Traffic Control for Single Lane Closure | Each |
| Item 616-99.02 | One-Lane Two-Way Operation with Flaggers | Each |

multiplied by the Adjustment Factor, as mutually agreed upon in the Job Order.

6.2 Measurement of additional traffic control devices will be made per each set-up made within the term of the Job Order. Payment for the devices shall include furnishing, installing, and removing the additional devices at a specific work site. No payment will be made for additional devices used by the contractor without prior approval of the engineer. The accepted quantity of additional traffic control devices will be paid for in accordance with the fixed unit price list, multiplied by the Adjustment Factor, as mutually agreed upon in the Job Order.

T. Work Plan and Schedule for Accomplishing Work

Delete Sec 108.4 through 108.4.4 and substitute the following:

108.4 Work Plan and Schedule. Prior to or at the preconstruction conference, the contractor shall provide a proposed work plan and typical schedule for accomplishing work. The work plan shall include a written list of equipment and personnel that the contractor intends to use in executing the work.

108.4.1 The work plan will be reviewed by the engineer to determine in general if adequate personnel and equipment appear to be available to complete the work within the required number of calendar days. If the engineer determines the work plan is inadequate, the engineer and contractor shall meet for a joint review of the plan to correct and adjust the plan and schedule as necessary. A revised work plan and schedule shall be provided by the contractor prior to commencing the work.

108.4.2 If multiple job orders are issued with overlapping completion periods, the priority of the work will be jointly determined by the engineer and the contractor, with final approval of the work plan by the engineer. The work schedule and work priorities will be determined by the needs of the Commission and not the contractor's convenience of work location.

108.4.3 No direct payment will be made for furnishing the work plan or revisions.

108.4.4 The contractor shall determine the most feasible work plan and schedule consistent with the requirements of the contract. The engineer's approval of contractor's work plan is not intended to be acknowledgment or representation that it is reasonable or will accomplish the work within a particular time or at a particular cost.

U. Emergency Provisions and Incident Management

1.0 The contractor shall have communication equipment on the construction site or immediate access to other communication systems to request assistance from the police or other emergency agencies for incident management. In case of traffic accidents or the need for police to direct or restore traffic flow through the job site, the contractor shall notify police or other emergency agencies immediately as needed. The engineer shall also be notified when the contractor requests emergency assistance.

| |
|--|
| Reid Riley, Resident Engineer, Marshall Project Office, 660-886-2115 |
|--|

2.0 In addition to the 911 emergency telephone number for ambulance, fire or police services, the following agencies may also be notified for accident or emergency situation within the project limits.

| | |
|---------------------------------|--------------|
| Missouri Highway Patrol Troop A | 816-622-0800 |
| MoDOT Customer Service | 888-275-6636 |
| Johnson County Sheriff | 660-747-6469 |
| Lafayette County Sheriff | 660-259-3622 |
| Pettis County Sheriff | 660-827-0052 |
| Saline County Sheriff | 660-886-5512 |

2.1 This list is not all inclusive. Notification of the need for wrecker or tow truck services will remain the responsibility of the appropriate police agency.

2.2 The contractor shall notify enforcement and emergency agencies before the start of construction to request their cooperation and to provide coordination of services when emergencies arise during the construction at the project site. When the contractor completes this notification with enforcement and emergency agencies, a report shall be furnished to the engineer on the status of incident management.

3.0 No direct payment will be made to the contractor to recover the cost of the communication equipment, labor, materials or time required to fulfill the above provisions.

V. Utilities

1.0 It is the inherent risk of the work under this contract that the contractor may encounter utilities above and/or below the ground or in the vicinity of any given job order which may interfere with their operations. The contractor expressly acknowledges and assumes this risk even though the nature and extent is unknown to both the contractor and the Commission at the time of bidding and award of the contract. The effect in cost or time of the presence of utilities above, below or in the vicinity of the contractor's work under this contract shall not be compensable.

W. Delay Provisions

1.0 If the contractor is delayed in the commencement, prosecution or completion of the work by any act of the Commission, or by any cause beyond the contractor’s control, then the contractor will be entitled to an extension of time. If the contractor is delayed or prevented from working on a particular date as a result of a delay, error or omission of the Commission, and the contractor incurs unavoidable labor costs as a direct result thereof because the contractor did not have enough time to cancel or divert its labor force, then the contractor will be reimbursed for such costs. For each worker so paid, the contractor will be reimbursed the amount paid the worker. Also, the contractor will be reimbursed for construction tasks required as a direct result of such delay, error or omission, such as closing off areas of work. No other costs shall be paid as a result of a delay or late cancellation.

1.1 If the contractor fails to provide 5-days notification for all Job Orders, this provision will not apply.

X. Eliminated Materials

1.0 Materials required by the Detailed Scope of Work and not incorporated into the work due to changes caused by field conditions or revisions to the design by the Commission after the material was ordered or purchased will be reimbursed at the material portion of the Pre-priced Task, or if there is no Pre-priced Task, then its material cost minus salvage value, or the material cost plus delivery costs.

1 **REVISED** Y. Sample Job Orders

1.0 Description. The following ~~is an~~ ~~are~~ example Job Orders intended to be an illustration that may be used as a guide for formulating the bid of the Adjustment Factor. For each example Job Order, the appropriate items that would be used and the quantities are computed based upon the sample work that would be completed in the Job Order. The contractor shall be reminded ~~this is a~~ ~~these are~~ Job Order samples and the quantity totals in actual Job Orders, if issued, may be more or less than that depicted below or be totally different from the samples illustrated.

1.1 Job Order Sample: Bridge deck repair for Bridge No. A1234 on Interstate or Major Route requiring night work.

| Item Description | Fixed Unit Price | Quantity | Price |
|--|-------------------------|-----------------|----------------------------------|
| Repairing Concrete Deck (Half-Soling) (100-600 SF) | \$50.00 | 150 SF | \$7,500.00 |
| Full Depth Repair (100-600 SF) (Under 100 SF) | \$9000 \$125 | 50 SF | \$4,500.00 \$6,250.00 |
| Dense Concrete Overlay Repair (Under 200 SF) | \$40.00 | 180 SF | \$7,200.00 |
| Double Lane Closure | \$3,900.00 | 1 Each | \$3,900.00 |
| | | Subtotal | \$23,100.00 |
| | | : | \$24,850.00 |
| Adjustment Factor | 1.200 | | |
| | | TOTAL: | \$27,720.00 |
| | | | \$29,820.00 |

1.2 Job Order Sample 2: Bridge deck repair in all 4 lanes on Bridge No. A1234 on Interstate or Major Route. Contractor closed lanes 1 & 2 on Day 1 and Day 2 and closed lanes 3 & 4 on Day 3 and Day 4.

| Item Description | Fixed Unit Price | Quantity | Price |
|---|------------------|------------------|--------------------|
| Full Depth Repair (Under 100 SF) | \$125.00 | 35 SF | \$4,375.00 |
| Repairing Concrete Deck (Half-soling) (Over 600 SF) | \$35.00 | 1200 SF | \$42,000.00 |
| Double Lane Closure | \$2,750.00 | 1 Each | \$2,750.00 |
| Reset Traffic Control | \$1,000.00 | 3 Each | \$3,000.00 |
| | | Subtotal: | \$52,125.00 |
| Adjustment Factor | 1.150 | | |
| | | TOTAL | \$59,943.75 |

1.3 Job Order Sample 3: Bridge Deck Approach Slab repair in Lanes 2, 3 and 5 on Bridge No. A1234 on Interstate or Major Route. Contractor closed lanes 1, 2, and 3 on Day 1 and closed lane 5 on Day 2.

| Item Description | Fixed Unit Price | Quantity | Price |
|--|------------------|------------------|--------------------|
| Bridge Deck Approach Slab Repair (Partial Depth) (Over 100 SF) | \$60.00 | 125 SF | \$7,500.00 |
| Triple Lane Closure | \$3,000.00 | 1 Each | \$3,000.00 |
| Reset Traffic Control | \$1,000.00 | 1 Each | \$1,000.00 |
| | | Subtotal: | \$11,500.00 |
| Adjustment Factor | 1.350 | | |
| | | TOTAL: | \$15,525.00 |

Z. Supplemental Revisions JSP-18-01 EE

- Compliance with [2 CFR 200.216 – Prohibition on Certain Telecommunications and Video Surveillance Services or Equipment](#).

The Missouri Highways and Transportation Commission shall not enter into a contract (or extend or renew a contract) using federal funds to procure or obtain equipment, services, or systems that uses covered telecommunications equipment or services as substantial or as critical technology as part of any system where the video surveillance and telecommunications equipment was produced by Huawei Technologies Company, ZTE Corporation, Hytera Communications Corporation, Hangzhou Hikvision Digital Technology Company, or Dahua Technology Company (or any subsidiary or affiliate of such entities).

- Stormwater Compliance Requirements

1.0 Description. This provision requires the contractor to provide a Water Pollution Control Manager (WPCM) for any project that includes land disturbance on the project site and the total area of land disturbance, both on the project site, and all Off-site support areas, is one (1) acre or more. Regardless of the area of Off-site disturbance, if no land disturbance occurs on the project site, these provisions do not apply. When a WPCM is required, all sections within this provision

shall be applicable, including assessment of specified Liquidated Damages for failure to correct Stormwater Deficiencies, as specified herein. This provision is in addition to any other stormwater, environmental, and land disturbance requirements specified elsewhere in the contract.

1.1 Definitions. The project site is defined as all areas designated on the plans, including temporary and permanent easements. The project site is equivalent to the “permitted site”, as defined in MoDOT’s State Operating Permit. An Off-site area is defined as any location off the project site the contractor utilizes for a dedicated project support function, such as, but not limited to, staging area, plant site, borrow area, or waste area.

1.2 Reporting of Off-Site Land Disturbance. If the project includes any planned land disturbance on the project site, prior to the start of work, the contractor shall submit a written report to the engineer that discloses all Off-site support areas where land disturbance is planned, the total acreage of anticipated land disturbance on those sites, and the land disturbance permit number(s). Upon request by the engineer, the contractor shall submit a copy of its land disturbance permit(s) for Off-site locations. Based on the total acreage of land disturbance, both on and Off-site, the engineer shall determine if these Stormwater Compliance Requirements shall apply. The Contractor shall immediately report any changes to the planned area of Off-site land disturbance. The Contractor is responsible for obtaining its own separate land disturbance permit for Off-site areas.

2.0 Water Pollution Control Manager (WPCM). The Contractor shall designate a competent person to serve as the Water Pollution Control Manager (WPCM) for projects meeting the description in Section 1.0. The Contractor shall ensure the WPCM completes all duties listed in Section 2.1.

2.1 Duties of the WPCM:

- (a) Be familiar with the stormwater requirements including the current MoDOT State Operating Permit for construction stormwater discharges/land disturbance activities; MoDOT’s statewide Stormwater Pollution Prevention Plan (SWPPP); the Corps of Engineers Section 404 Permit, when applicable; the project specific SWPPP, the Project’s Erosion & Sediment Control Plan; all applicable special provisions, specifications, and standard drawings; and this provision;
- (b) Successfully complete the MoDOT Stormwater Training Course within the last 4 years. The MoDOT Stormwater Training is a free online course available at MoDOT.org;
- (c) Attend the Pre-Activity Meeting for Grading and Land Disturbance and all subsequent Weekly Meetings in which grading activities are discussed;
- (d) Oversee and ensure all work is performed in accordance with the Project-specific SWPPP and all updates thereto, or as designated by the engineer;
- (e) Review the project site for compliance with the Project SWPPP, as needed, from the start of any grading operations until final stabilization is achieved, and take necessary actions to correct any known deficiencies to prevent pollution of the waters of the state or adjacent property owners prior to the engineer’s weekly inspections;
- (f) Review and acknowledge receipt of each MoDOT Inspection Report (Land Disturbance Inspection Record) for the Project within forty eight (48) hours of receiving the report and

ensure that all Stormwater Deficiencies noted on the report are corrected as soon as possible, but no later than stated in Section 5.0.

3.0 Pre-Activity Meeting for Grading/Land Disturbance and Required Hold Point. A Pre-Activity meeting for grading/land disturbance shall be held prior to the start of any land disturbance operations. No land disturbance operations shall commence prior to the Pre-Activity meeting except work necessary to install perimeter controls and entrances. Discussion items at the pre-activity meeting shall include a review of the Project SWPPP, the planned order of grading operations, proposed areas of initial disturbance, identification of all necessary BMPs that shall be installed prior to commencement of grading operations, and any issues relating to compliance with the Stormwater requirements that could arise in the course of construction activity at the project.

3.1 Hold Point. Following the pre-activity meeting for grading/land disturbance and subsequent installation of the initial BMPs identified at the pre-activity meeting, a Hold Point shall occur prior to the start of any land disturbance operations to allow the engineer and WPCM the time needed to perform an on-site review of the installation of the BMPs to ensure compliance with the SWPPP is met. Land disturbance operations shall not begin until authorization is given by the engineer.

4.0 Inspection Reports. Weekly and post run-off inspections will be performed by the engineer and each Inspection Report (Land Disturbance Inspection Record) will be entered into a web-based Stormwater Compliance database. The WPCM will be granted access to this database and shall promptly review all reports, including any noted deficiencies, and shall acknowledge receipt of the report as required in Section 2.1 (f.).

5.0 Stormwater Deficiency Corrections. All stormwater deficiencies identified in the Inspection Report shall be corrected by the contractor within 7 days of the inspection date or any extended period granted by the engineer when weather or field conditions prohibit the corrective work. If the contractor does not initiate corrective measures within 5 calendar days of the inspection date or any extended period granted by the engineer, all work shall cease on the project except for work to correct these deficiencies, unless otherwise allowed by the engineer. All impact costs related to this halting of work, including, but not limited to stand-by time for equipment, shall be borne by the Contractor. Work shall not resume until the engineer approves the corrective work.

5.1 Liquidated Damages. If the Contractor fails to complete the correction of all Stormwater Deficiencies listed on the MoDOT Inspection Report within the specified time limit, the Commission will be damaged in various ways, including but not limited to, potential liability, required mitigation, environmental clean-up, fines, and penalties. These damages are not reasonably capable of being computed or quantified. Therefore, the contractor will be charged with liquidated damages specified in the amount of \$2,000 per day for failure to correct one or more of the Stormwater Deficiencies listed on the Inspection Report within the specified time limit. In addition to the stipulated damages, the stoppage of work shall remain in effect until all corrections are complete.

6.0 Basis of Payment. No direct payment will be made for compliance with this provision.

106.9 Buy America Requirements.

Buy America Requirements are waived if the total amount of Federal financial assistance applied to the project, through awards or subawards, is below \$500,000.

106.9.1 Buy America Requirements for Iron and Steel.

On all federal-aid projects, the contractor's attention is directed to Title 23 CFR 635.410 *Buy America Requirements*. Where steel or iron products are to be permanently incorporated into the contract work, steel and iron material shall be manufactured, from the initial melting stage through the application of coatings, in the USA except for "minimal use" as described herein. Furthermore, any coating process of the steel or iron shall be performed in the USA. Under a general waiver from FHWA the use of pig iron and processed, pelletized, and reduced iron ore manufactured outside of the USA will be permitted in the domestic manufacturing process for steel or iron material.

106.9.1.1 Buy America Requirements for Iron and Steel for Manufactured items.

A manufactured item will be considered iron and steel if it is "predominantly" iron or steel. Predominantly iron or steel means that the cost of iron or steel content of a product is more than 50 percent of the total cost of all its components.

106.9.2 Any sources other than the USA as defined will be considered foreign. The required domestic manufacturing process shall include formation of ingots and any subsequent process. Coatings shall include any surface finish that protects or adds value to the product.

106.9.3 "Minimal use" of foreign steel, iron or coating processes will be permitted, provided the cost of such products does not exceed 1/10 of one percent (0.1 percent) of the total contract cost or \$2,500.00, whichever is greater. If foreign steel, iron, or coating processes are used, invoices to document the cost of the foreign portion, as delivered to the project, shall be provided and the engineer's written approval obtained prior to placing the material in any work.

106.9.4 Buy America requirements include a step certification for all fabrication processes of all steel or iron materials that are accepted per Sec 1000. The AASHTO Product Evaluation and Audit Solutions compliance program verifies that all steel and iron products fabrication processes conform to 23 CFR 635.410 Buy America Requirements and is an acceptable standard per 23 CFR 635.410(d). AASHTO Product Evaluation and Audit Solutions compliant suppliers will not be required to submit step certification documentation with the shipment for some selected steel and iron materials. The AASHTO Product Evaluation and Audit Solutions compliant supplier shall maintain the step certification documentation on file and shall provide this documentation to the engineer upon request.

106.9.4.1 Items designated as Category 1 will consist of steel girders, piling, and reinforcing steel installed on site. Category 1 items require supporting documentation prior to incorporation into the project showing all steps of manufacturing, including coating, as being completed in the United States and in accordance with CFR Title 23 Section 635.410 Buy America Requirements. This includes the Mill Test Report from the original producing steel mill and certifications documenting the manufacturing process for all subsequent fabrication, including coatings. The certification shall include language that certifies the following. That all steel and iron materials permanently incorporated in this project was procured and processed domestically and all manufacturing processes, including coating, as being completed in the United States and in accordance with CFR Title 23 Section 635.410.

106.9.4.2 Items designated as Category 2 will include all other steel or iron products not in Category 1 and permanently incorporated in the project. Category 2 items shall consist of, but not be limited to items such as fencing, guardrail, signing, lighting and signal supports. The prime contractor is required to submit a material of origin form certification prior to incorporation into the project from the fabricator for each item that the product is domestic. The Certificate of Materials Origin form ([link to certificate form](#)) from the fabricator must show all steps of manufacturing, including coating, as being completed in the United States and in accordance with CFR Title 23

Section 635.410 Buy America Requirements and be signed by a fabricator representative. The engineer reserves the right to request additional information and documentation to verify that all Buy America requirements have been satisfied. These documents shall be submitted upon request by the engineer and retained for a period of 3 years after the last reimbursement of the material.

106.9.4.3 Any minor miscellaneous steel or iron items that are not included in the materials specifications shall be certified by the prime contractor as being procured domestically. Examples of these items would be bolts for sign posts, anchorage inserts, etc. The certification shall read "I certify that all steel and iron materials permanently incorporated in this project during all manufacturing processes, including coating, as being completed in the United States and in accordance with CFR Title 23 Section 635.410 Buy America Requirements procured and processed domestically in accordance with CFR Title 23 Section 635.410 Buy America Requirements. Any foreign steel used was submitted and accepted under minor usage". The certification shall be signed by an authorized representative of the prime contractor.

106.9.5 When permitted in the contract, alternate bids may be submitted for foreign steel and iron products. The award of the contract when alternate bids are permitted will be based on the lowest total bid of the contract based on furnishing domestic steel or iron products or 125 percent of the lowest total bid based on furnishing foreign steel or iron products. If foreign steel or iron products are awarded in the contract, domestic steel or iron products may be used; however, payment will be at the contract unit price for foreign steel or iron products.

106.9.6 Buy America Requirements for Construction Materials other than iron and steel materials. Construction materials means articles, materials, or supplies that consist of only one of the items listed. Minor additions of articles, materials, supplies, or binding agents to a construction material do not change the categorization of the construction material. Upon request by the engineer, the contractor shall submit a domestic certification for all construction materials listed that are incorporated into the project.

- (a) Non-ferrous metals
- (b) Plastic and Polymer-based products (including polyvinylchloride, composite building materials, and polymers used in fiber optic cables)
- (c) Glass (including optic glass)
- (d) Fiber optic cable (including drop cable)
- (e) Optical fiber
- (f) Lumber
- (g) Engineered wood
- (h) Drywall

106.9.6.1 Minimal Use allowance for Construction Materials other than iron or steel.

"The total value of the non-compliant products is no more than the lesser of \$1,000,000 or 5% of total applicable costs for the project." The contractor shall submit to the engineer any non-domestic materials and their total material cost to the engineer. The contractor and the engineer will both track these totals to assure that the minimal usage allowance is not exceeded.

106.9.7 Buy America Requirements for Manufactured Products.

Manufactured products means:

- (a) Articles, materials, or supplies that have been:
 - (i) Processed into a specific form and shape; or
 - (ii) Combined with other articles, materials, or supplies to create a product with different

properties than the individual articles, materials, or supplies.

- (b) If an item is classified as an iron or steel product, a construction material, or a section 70917(c) material under § 184.4(e) and the definitions set forth in this section, then it is not a manufactured product. However, an article, material, or supply classified as a manufactured product under § 184.4(e) and paragraph (1) of this definition may include components that are construction materials, iron or steel products, or section 70917(c) materials.

106.9.7.1 Manufactured products are exempt from Buy America requirements. To qualify as a manufactured product, items that consist of two or more of the listed construction materials that have been combined together through a manufacturing process, and items that include at least one of the listed materials combined with a material that is not listed through a manufacturing process, should be treated as manufactured products, rather than as construction materials.

106.9.7.2 Manufactured items are covered under a general waiver to exclude them from Buy America Requirements. To qualify for the exemption the components must comprise of 55% of the value of materials in the item. The final assembly must also be performed domestically.

- Pavement Marking Paint Requirements for Standard Waterborne and Temporary

1.0 Description. High Build acrylic waterborne pavement marking paint shall be used in lieu of standard acrylic waterborne pavement marking paint for all Standard Waterborne Pavement Marking Paint items and all Temporary Pavement Marking Paint items. Paint thickness, bead type, bead application rate, retroreflectivity requirements, and all other specifications shall remain as stated in the Missouri Standard Specifications for Highway Construction, except as otherwise amended in the contract documents.

2.0 Material Requirements. Material requirements for Sec 620.20.2.5 Standard Waterborne Paint, and Sec 620.10.2 Temporary Pavement Marking Paint shall be per Sec 1048.20.1.2 High Build Acrylic Waterborne Pavement Marking Paint.

15.0 Data Collection from Bidders for DBE and Non-DBE Subcontractors, Suppliers, Manufacturers and/or Brokering used and not used in bids during the reporting period. MoDOT is a recipient of federal funds and is required by 49 CFR 26.11, to provide data about its DBE program. The information shall consist of all subcontractor quoting received for actual use and of consideration by the prime bidder. MoDOT will be requesting this information from bidding prime contractors and will provide prime bidders a form to submit the data by the last day of each month for the current letting. The information shall only include the names of both DBE and non-DBE companies that the prime bidders received quotes. MoDOT will then contact the DBEs and non-DBE subcontractors and request additional information from DBE and non-DBE subcontractors including current year of gross receipts and number of years in business. The information provided by the prime bidders shall not include any bid quote pricing regardless if it was used or not. This information will aid MoDOT in the determination of the availability of DBEs and will be used in subsequent availability studies.

- Third-Party Test Waiver for Concrete Aggregate

1.0 Description. Third party tests may be allowed for determining the durability factor for concrete pavement and concrete masonry aggregate.

2.0 Material. All aggregate for concrete shall be in accordance with Sec 1005.

2.1 MoDOT personnel shall be present at the time of sampling at the quarry. The aggregate sample shall be placed in an approved tamper-evident container (provided by the quarry) for shipment to the third-party testing facility.

2.2 AASHTO T 161 Method B Resistance of Concrete to Rapid Freezing and Thawing, shall be used to determine the aggregate durability factor. All concrete beams for testing shall be 3-inch wide by 4-inch deep by 16-inch long or 3.5-inch wide by 4.5-inch deep by 16-inch long. All beams for testing shall receive a 35-day wet cure fully immersed in saturated lime water prior to initiating the testing process.

2.3 Concrete test beams shall be made using a MoDOT approved concrete pavement mix design.

3.0 Testing Facility Requirements. All third-party test facilities shall meet the requirements outlined in this provision.

3.1 The testing facility shall be AASHTO accredited.

3.1.1 For tests ran after January 1, 2025, accreditation documentation shall be on file with the Construction and Materials Division prior to any tests being performed.

3.1.2 Construction and Materials Division may consider tests completed prior to January 1, 2025, to be acceptable if all sections of this provision are met, with the exception of 3.1.1. Accreditation documentation shall be provided with the test results for tests completed prior to January 1, 2025. No tests completed prior to September 1, 2024, will be accepted.

3.2 The testing facility shall provide their testing process, list of equipment, equipment calibration documentation, and testing certifications or qualifications of technicians performing the AASHTO T 161 Procedure B tests. The testing facility shall provide details on their freezing and thawing apparatus including the time and temperature profile of their freeze-thaw chamber. The profile shall include the temperature set points throughout the entirety of the freeze-thaw cycle. The profile shall show the cycle time at which the apparatus drains/fills with water and the cycle time at which the apparatus begins cooling the specimens.

3.3 Results, no more than five years old, from the third-party test facility shall compare within ± 2.0 percent of an independent test from another AASHTO accredited test facility or with MoDOT test records, in order to be approved for use (e.g. test facility results in a durability factor of 79, MoDOT's recent durability test factor is 81; this compared within +2 percent). The independent testing facility shall be in accordance with this provision. The comparison test can be from a different sample of the same ledge combination.

3.4 When there is a dispute between the third party durability test results and MoDOT durability test results, the MoDOT durability test result shall govern.

3.5 Test results shall be submitted to MoDOT's Construction and Materials division electronically for final approval. Test results shall include raw data for all measurements of relative modulus of elasticity and percent length change for each individual concrete specimen. Raw data shall include initial measurements made at zero cycles and every subsequent measurement of concrete specimens. Raw data shall include the cycle count and date each measurement was taken. Test results shall also include properties of the concrete mixture as required by AASHTO

T 161. This shall include the gradation of the coarse aggregate sample. If AASHTO T 152 is used to measure fresh air content, then the aggregate correction factor for the mix determined in accordance with AASHTO T 152 shall also be included.

4.0 Method of Measurement. There is no method of measurement for this provision. The testing requirements and number of specimens shall be in accordance with AASHTO T 161 Procedure B.

5.0 Basis of Payment. No direct payment will be made to the contractor or quarry to recover the cost of aggregate samples, sample shipments, testing equipment, labor to prepare samples or test samples, or developing the durability report.

AA. Previous Job Order Information

1.0 Previous Job orders. Job order information, consisting of quantities and pay items that were issued for past contracts will be available from the Project Contact upon the bidder's written request. This information does not constitute part of the bid or contract documents. It is provided for the bidder's use during bid preparation, and shall not be considered a representation of actual job orders to be issued during construction for this contract. Furnishing this information does not relieve a bidder or contractor from the responsibility of estimating the number and types of job orders that will be issued for future contracts. The bidder or contractor shall assume the risk of error if the information is used for any purposes for which the information was not intended. The Commission makes no representation as to the accuracy or reliability of the information, since the information may not be representative of the sealed contract documents. Any assumption the bidder or contractor may make from this information is at the bidder or contractor's risk; none are intended by the Missouri Highways and Transportation Commission. The bidder or contractor assumes the sole risk of liability or loss if the bidder or contractor does rely on this information to its detriment, delay or loss.

BB. Railroad Requirements

1.0 The right of way of various Railroads, herein called "Railroad", are located within the limits of this project. However, this project has been developed with the specific intention that no involvement with the Railroad's facilities, traffic or right of way is required for the performance of the contractual work herein. The work to be performed over the Railroad's right of way shall not interfere with the Railroad's operations or facilities. Under these circumstances, the requirements of Sec 104.12.3, Sec 104.12.8 through 104.12.10.5 (inclusive), and Sec 107.13.4 shall not apply.

2.0 Should the contractor violate this condition of no railroad involvement, all terms and conditions of the interaction with the Railroad shall be solely between the Railroad and the contractor.

CC. Environmental Guidance for Job Order Contracting Projects

1.0 Description. This Job Special Provision provides notes on a variety of environmental protection measures required for various job order contracting activities. Please follow EPG guidance on recommended work practices, as well as the specific notes provided in this document. These notes apply throughout the entire state, except for the T&E Species Guidance – Cave Recharge Areas section, which applies to cave recharge areas in nine counties across

southern Missouri (Greene, Jasper, Lawrence, Newton, Christian, Barry, Stone, Perry, and Taney Counties).

2.0 Restrictions. The following restrictions will ensure that MoDOT adheres to all environmental regulations as required by federal law.

2.1 Tree Clearing. Due to bat tree management requirements, no tree clearing is permitted for any activity, without prior coordination with MoDOT Environmental Section.

2.2 Work Near Water Bodies. Personnel shall plug all bridge drains, and implement any other measures necessary, to prevent any construction materials/debris or overspray/liquid from getting into the waterways. Work shall not be allowed below the ordinary high water elevation of any stream or lake. No work will be allowed in any wetlands. Personnel shall not drive or place any equipment in any waterway. Coordination with the Design - Environmental Section, and permitting and consultation with regulatory agencies, is required prior to any proposed activity below ordinary high water elevation or within a wetland.

3.0 Basis of Payment. No direct pay shall be provided for any labor, equipment, time, or materials necessary to complete this work. The contractor shall have no claim, or basis for any claim or suit whatsoever, resulting from compliance with this provision.

DD. Restrictions for Migratory Birds

1.0 Description. Swallows or other bird species protected by the Migratory Bird Treaty Act may be nesting under the bridge or bridges that will be repaired under this contract.

2.0 Restrictions. To comply with the Migratory Bird Treaty Act, nests of protected species cannot be disturbed when active (eggs or young are present). Generally, nests are active between April 1 and July 31, but active nests can be present outside of these dates.

3.0 Avoidance Measures. The contractor shall not disturb active nests or destroy adults, eggs or young birds. In an effort to comply with the Migratory Bird Treaty Act, the contractor operations will be limited to the options established in the following sections.

3.1 Inactive or Partially Constructed Nests. If nests are present and MoDOT determines that the nests are inactive or partially constructed, the contractor may remove the nests provided that the colony's inactive or partially constructed nests are completely removed by March 15 and the contractor maintains a nest free condition until the bridge work is complete. Dry removal methods shall be used when practicable. If dry removal is not practicable, hydro cleaning may be used if approved by the Engineer and only if water is free of blasting grit, chemicals, or detergents, and applied using pressure less than 5,000 PSI. Clean water such as that from municipal water treatment plants or wells shall be used. Use of source water from Waters of the State (i.e., streams or lakes), is allowable, if the appropriate methods to prevent the possible spread of invasive aquatic species are implemented.

3.2 Water and Equipment Used for Hydro cleaning. Aquatic invasives such as zebra mussels and some algae species have infested several bodies of water in the United States and can be transported by vessels (barges, boats, tugs, tankers, etc.) and equipment (tanks, tubing, pumps, etc.) that have been used in areas that contain these invasive species. If equipment is not properly inspected and treated to prevent the spread of invasives, these species can be introduced into areas not currently known to have a population. These invasive species are

detrimental to existing ecosystems and can outcompete native species. To assist in preventing the introduction and spread of aquatic invasive species through MoDOT projects in Missouri streams and lakes, the following precautions shall be followed.

3.2.1 Use of Water from Streams, Lakes or Ponds. Contractors shall not use water for nest removal from streams, lakes or ponds, unless they have implemented appropriate methods to prevent the possible spread of invasive aquatic species. Water sources from municipal water treatment plants or wells may be used without following these measures provided the equipment to be used has not previously contained waters from streams, lakes or ponds. If the equipment has previously contained waters from other streams or lakes, the following measures must be implemented prior to use.

3.2.1.1 Equipment Washing. Prior to the use or re-use of equipment following any use with water from streams, lakes or ponds, all equipment shall be washed and rinsed thoroughly with hard spray (power wash) and hot (minimum 120° F) water, for at least one minute.

3.2.1.2 Equipment Treating or Drying. Equipment shall be treated or dried in one of the following manners.

3.2.1.2.1 Equipment interior and/or other surfaces shall be treated with a 10% bleach solution to kill any aquatic nuisance species. This solution must also be run through all intake lines and hoses, to sterilize interior components. When chlorine treatment is used, all chlorine runoff from equipment washing must be collected and properly treated and/or disposed of in accordance with Sec 806.

3.2.1.2.2 Equipment interior and/or other surfaces shall be treated with 140° F water for a minimum of 10 seconds contact on all surfaces. 140 ° F water must also be run through all intake lines and hoses, to purge any standing water.

3.2.1.2.3 Equipment shall be flushed of all non-municipal water, and dried thoroughly, in the sun before using in or transporting between streams and lakes. Dry times will depend on the season the equipment is being used. Equipment must dry a minimum of 7 days for June-September, 18 days for March-May; 18 days for October-November, and 30 days for December-February. The drying method should be reserved as a last resort option.

3.2.2 Prior to use of equipment, contractors shall provide the MoDOT inspector written documentation of the equipment's geographic origin (including the water body it was last used in), as well as defining the specified treatment method used to adequately ensure protection against invasive species. The written documentation will include a statement indicating the contractor is aware of these provisions and will also treat the equipment appropriately after completion of the project.

3.3 Active Nests. The contractor may work on the bridge if active nests are present, as long as the work does not impact or disturb the birds and/or nests. At a minimum, work shall not be performed within 10 feet of an active nest; however, the contractor is responsible for ensuring their activities do not impact the nests, eggs, or young.

4.0 Additional Responsibilities. If active bird nests remain after all reasonable avoidance measures have been taken, or if bird nests are observed during project construction, the contractor shall notify the Engineer and the Engineer shall contact the MoDOT Environmental Section (573-526-4778) to determine if there are other allowable options.

EE. Bat Roosting on Bridges

1.0 Description. Federally listed bat species are known to roost on some bridges.

1.1 Bridges included in this project have not been inspected by a qualified MoDOT biologist to determine if bats have roosted or are currently roosting on the structure.

1.2 If bats are observed roosting on the structure at any time during the project, the contractor shall notify the Engineer and the Engineer shall contact the MoDOT Environmental Section (573) 526-4778.

1.3 Bats shall not be disturbed in any manner. Work must stop and shall not commence until approved by the Engineer after consultation with a qualified MoDOT biologist.

2.0 Basis of Payment. No direct pay shall be provided for any labor, equipment, time, or materials necessary to complete this work. The contractor shall have no claim, or basis for any claim or suit whatsoever, resulting from compliance with this provision.

FF. Construction Requirements

1.0 Description. This provision contains general construction requirements for this project.

2.0 Construction Requirements. Plans for the existing structure(s) will be available to the successful bidder as directed by the engineer.

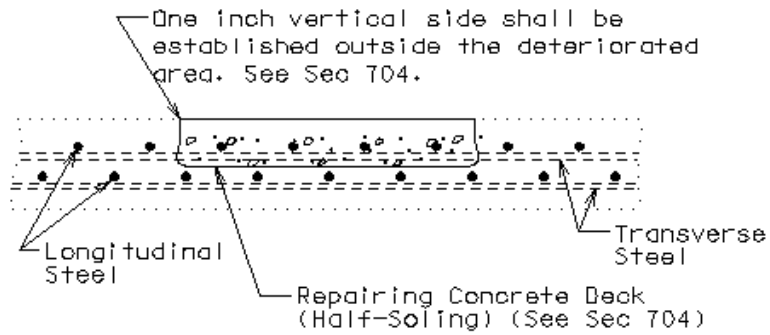
2.1 In order to assure the least traffic interference, the work shall be scheduled so that a lane closure is for the absolute minimum amount of time required to complete the work. A lane shall not be closed until material is available for continuous construction and the contractor is prepared to diligently pursue the work until the closed lane is opened to traffic.

2.2 Provisions shall be made to prevent any debris and materials from falling into the stream, lake or onto the roadway. Any debris and materials that falls below the bridge outside the limits mentioned previously and if determined necessary by the engineer, the debris shall be removed as approved by the engineer at the contractor's expense. Traffic under the bridge shall be maintained in accordance with the contract documents.

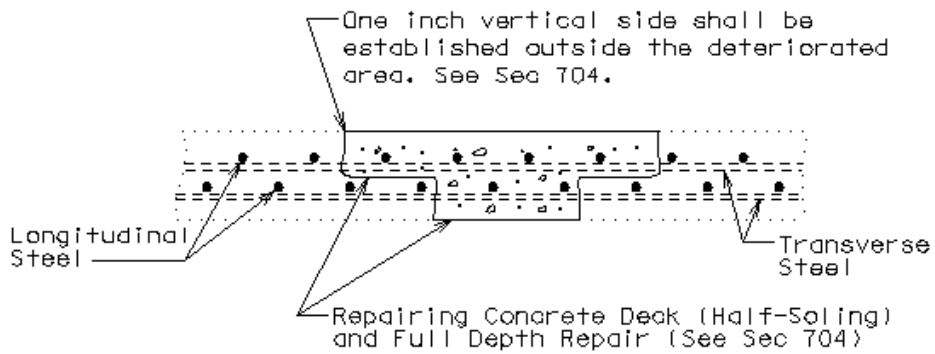
2.3 Any damage sustained to the remaining structure as a result of the contractor's operations shall be repaired or the material replaced as approved by the engineer at the contractor's expense.

2.4 Provisions shall be made to prevent damage to any existing utilities. Any damage sustained to the utilities as a result of the contractor's operations shall be the responsibility of the contractor. All costs of repair and disruption of service shall be as determined by the utility owners and as approved by the engineer.

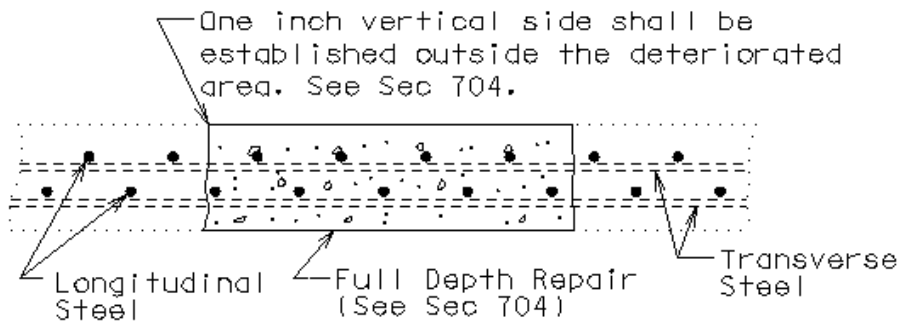
3.0 Bridge Deck Repairs.



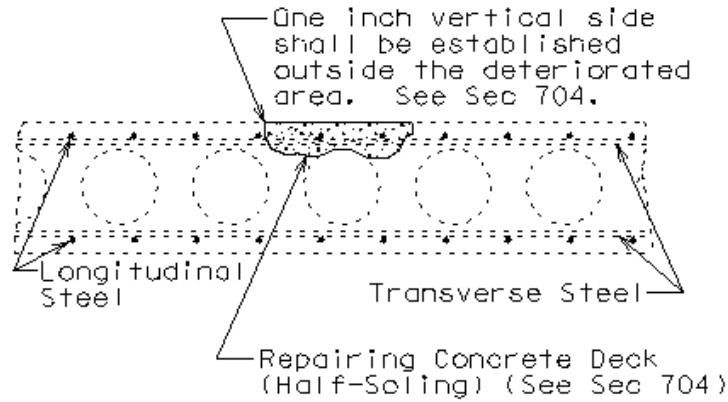
HALF-SOLED AREA



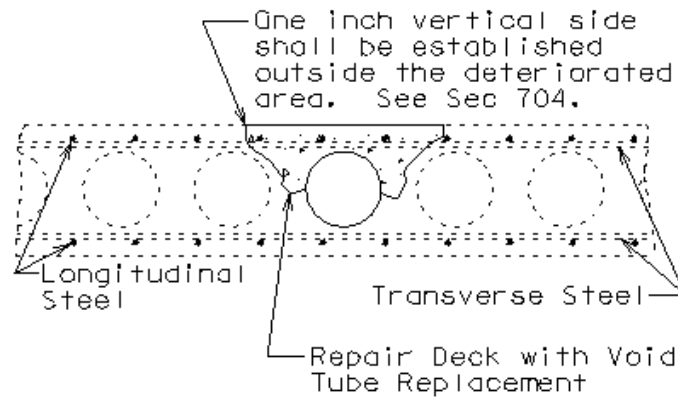
FULL DEPTH REPAIR IN HALF-SOLED AREA



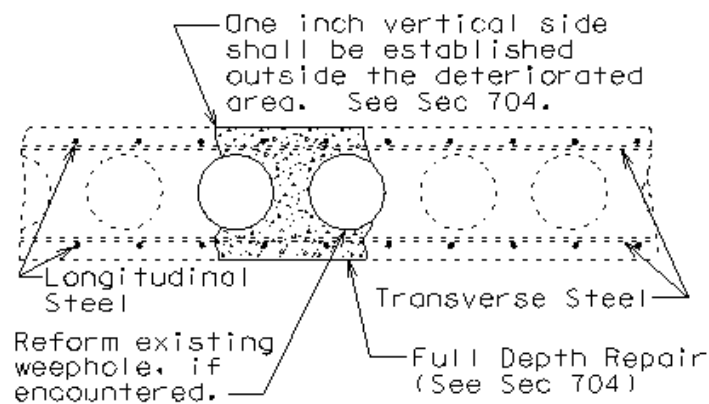
FULL DEPTH REPAIR



HALF-SOLED REPAIR



DECK REPAIR WITH VOID TUBE REPLACEMENT



FULL DEPTH REPAIR

4.0 Method of Measurement. No measurement will be made.

5.0 Basis of Payment. Payment for the above described work will be considered completely covered by the contract unit price for other items included in the contract.

GG. Concrete Masonry Repair

Delete paragraphs 704.4.1.6.2 and substitute the following:

704.4.1.6.2 Deck Repairs. The minimum depth of repair for repairing concrete deck (half-soling), approach slab repair or modified deck repair shall expose the upper layer of the top mat of reinforcing steel. All repair areas shall completely expose 100 percent of the reinforcing steel providing one inch (25 mm) clearance around all bars, regardless of observed bond or condition.

Delete paragraph 704.5.1 and substitute the following:

704.5.1 Repairing concrete deck (half-soling), approach slab repair, deck repair with void tube replacement, full depth repair, modified deck repair, superstructure repair (unformed) and substructure repair (formed and unformed) will be measured to the nearest square foot (0.1 m²).

Amend Sec 704 to include the following:

704.3.10 Approach Slab Repair. This work shall consist of partial removal and replacement of approach slab concrete in the required areas.

704.4.1.9 Zone Requirements. Bridges with steel girder superstructures like plate girders and I-beams or wide flange girders may have unlimited repair quantities per span unless otherwise shown on the plans or as designated by the engineer. Bridges with concrete superstructures like voided slabs, solid slabs, deck girders, rigid frame and box girders always have special repair zones.

704.4.1.9.1 Special Repair Zones. Any half-soling required in the areas designated as special repair zones shall be completed in alphabetical sequence. The contractor shall make a request to the engineer for the special repair zones areas before commencing work on bridges that always have special repair zones. Any repair in the remainder of the bridge that is adjacent to Zone A and not designated as a special repair zone shall be completed prior to work in Zone A. Removal and repair shall be completed in one special repair zone and concrete shall have attained a compressive strength of 3200 psi (22 MPa) before work can be started in the next special repair zone. Before placing concrete in areas adjacent to areas of subsequent repair, the concrete shall be separated with a material such as polyethylene sheets to aid in removal of old concrete.

704.4.1.9.2 Multiple Column Bents. Zones with the same letter designation may be repaired at the same time.

704.4.1.9.3 Single Column Bents. Zones with the same letter designation may be repaired at the same time except for the zones directly adjacent to the centerline of bent. If either of the zones adjacent to centerline of bent has a single repair area of over 10 square feet (0.9 m²) or a total repair area of over 20 square feet (1.9 m²), that zone shall be repaired before removing concrete in the other zone of the same designation at that bent.

704.4.1.9.4 Voided or Solid Slab Structures. If any single repair area does not exceed 4 square feet (0.35 m²) in size and the total repair within a special repair zone does not exceed 12 square feet (1.1 m²), the special repair zone requirement does not apply for that zone. An exposed void in the deck of a voided slab bridge shall be patched as approved by the engineer in a manner that shall maintain the void area completely free of concrete. Cost of patching an exposed void will be considered completely covered by the contract unit price of other items included in the contract.

704.4.1.9.5 Box and Deck Girder Structures. Total width of full depth repair shall not exceed 1/3 of the deck width at one time. For any area of deck repair that extends over a concrete girder and is more than 18 inches (460 mm) in length along the girder, the concrete removal shall stop at the centerline of girder and repair completed in this area. Prior to continuing work in this area, the concrete shall have attained a compressive strength of 3200 psi (22 MPa). No traffic shall be permitted over the girder that is undergoing repair. When the full depth repair extends over a diaphragm or girder and the deteriorated concrete extends into the diaphragm or girder, all deteriorated concrete shall be removed and replaced as full depth repair. Concrete in girders shall not be removed below the deck haunch of the girder without prior review and approval from the engineer.

704.4.1.9.6 Box Girder Structures. Interior falsework installed by the contractor resting on the bottom slab shall be removed where entry access is available. If any single repair area does not exceed 9 square feet (0.8 m²) in size and the total repair within a special repair zone does not exceed 27 square feet (2.5 m²), the special repair zone requirement does not apply for that zone. Half-soling repair in the special repair zone, on either side of the intermediate bents, shall be to a depth that will not expose half the diameter of the longitudinal reinforcing bar. Full depth repair shall be made when removal of deteriorated concrete exposes half or more of the diameter of the longitudinal reinforcing bar.

HH. Rapid Set Concrete Patching Material – Vertical and Overhead Repairs JSP-02-01

1.0 Description. This specification covers cementitious concrete, polymer-modified concrete and polymer concrete that are suitable for repairing concrete surfaces on bridges or concrete structures, particularly under fast setting or special conditions. The repairs would involve vertical or overhead applications. The work shall consist of removing, furnishing, preparing, and placing materials at locations as shown on the plans or as directed by the engineer.

2.0 Material. All materials shall be in accordance with MoDOT specifications and as noted herein.

2.1 Aggregate For Extending Commercial Mixture. Coarse and fine aggregates shall be in accordance with [Sec 1005](#), except the requirements for gradation and percent passing the No. 200 sieve shall not apply. Coarse aggregate meeting Gradation E requirements shall be used for repairs greater than one inch (25 mm) in depth. Fine aggregate will be allowed for repairs less than one inch (25 mm). Aggregate specified, bagged, labeled and furnished by the rapid set concrete patching material manufacturer may also be used for mortar extension.

2.2 Material Applications. The contractor shall select and use the product most suitable for the work and field conditions in accordance with these specifications.

2.3 Curing. Rapid set concrete patching material shall be cured until the minimum compressive strength 1500 psi is attained using standard curing specifications, unless otherwise specified by the manufacturer.

2.4 Qualification and Project Acceptance.

2.4.1 Inspection. All materials shall be subject to inspection and sampling by MoDOT at the source of manufacture, intermediate shipping terminal or destination. MoDOT will be allowed free access to all facilities and records as required to conduct inspection and sampling.

2.4.2 Qualification. Prior to use, rapid set concrete patching materials need to be qualified.

2.4.2.1 Requested Information. The manufacturer shall submit with samples of the materials, a written request to Construction and Materials with the following information:

- (a) New Products Evaluation Form
- (b) Brand name of the product.
- (c) Certification that the material meets this specification.
- (d) Certified test results from an independent laboratory showing compliance with this specification.
- (e) Specific preparation instructions of repair area.
- (f) Specific mixing, handling and curing instructions.
- (g) Application type (i.e., vertical or overhead).

2.4.2.2 Field Evaluation. Final approval will be granted when the following requirements are met:

- (a) MoDOT report documenting two years of field performance on MoDOT system. The report will contain the placement date, field observations (semiannual), description of field performance and photographs of in-place material.
- (b) A manufacturer's representative shall be present during placement of the material to provide technical expertise.

2.4.2.2.3 Disqualification. If during the two year observation period the repair area(s) fails the product will not be added to the qualified list.

2.5 Qualified List. The listing of qualified products are available from Construction and Materials or on MoDOT's web site. New certified test results and samples shall be submitted any time the manufacturing process or the material formulation is changed. The material will be subject to removal from the qualified list if there is evidence of unsatisfactory performance or a change in manufacturing process or formulation, or when random sampling and testing of material offered for use indicates nonconformity with any of the requirements herein specified.

2.6 Certification. The contractor shall supply a manufacturer's certification to the engineer for each lot of material furnished. The certification shall include the name of the manufacturer, a manufacturer certification statement that the material supplied is the same as that qualified and listing the date of qualification.

2.7 Acceptance. Acceptance of the material will be based on the use of a qualified product, the manufacturer's certification that the material supplied is the same as that approved and upon the results of such tests as may be performed by the engineer.

3.0 Mixture. Unless otherwise specified, rapid set concrete patching material shall be approved commercial mixtures meeting Sections 3.1 – 3.1.3. Rapid set concrete patching materials shall be specifically designed for the application needed.

3.1 Commercial Mixtures. Rapid set concrete patching material in its sacked form and mixtures when properly prepared in accordance with the manufacturer's specifications, shall meet the minimum test requirements given in Table 1. Mixtures may be supplied, as required, as a patching mortar or as a patching mortar with aggregate extension. If the material is to be supplied with extender aggregate, this shall also pass the required tests in Table 1 using the maximum allowed amount of extender aggregate.

3.1.1 Mixture Requirements. Rapid set concrete patching material shall be single packaged dry mix requiring the addition of water or other liquid component just prior to mixing. The material shall not contain soluble chlorides as an ingredient of manufacture. The material shall be placed in accordance to the manufacturer's recommendations.

| Table 1 (English Unit) | | | | |
|--|-----------------------------|--|--|--|
| Physical Test Property | Specification | Requirement for cementitious concrete | Requirement for polymer-modified concrete | Requirement for polymer concrete |
| Bond Strength by Slant Shear | ASTM C882/C928 ² | min. 1000 psi @ 24hrs.& min. 1500 psi @ 7 days | n/a | min. 1000 psi @ 24hrs.& min. 1500 psi @ 7 days |
| Linear Coefficient of Thermal Expansion ¹ (for bagged mortar only, without extension aggregate) | ASTM C531 | n/a | n/a | 4 – 8 X 10 ⁻⁶ in/in/deg F |
| Resistance to Rapid Freezing & Thawing | AASHTO T161 or ASTM C666 | 80% min. using Procedure B ³ (300 Cycles) | 80% min. using Procedure B ³ (300 Cycles) | n/a |
| Compressive Strength | AASHTO T22 or ASTM C39 | 1500 psi @ 3 hr & 3000 psi @ 24 hr | 1500 psi @ 3 hr & 3000 psi @ 24 hr | n/a |
| Rapid Chloride Permeability | AASHTO T277 or ASTM C1202 | 1000 coulombs @ 28 days | 1000 coulombs @ 28 days | 1000 coulombs @ 28 days |
| Length Change | AASHTO T 160 or ASTM C157 | In water Storage (+0.15) In air storage (-0.15) | In water storage (+0.15) In air storage (-0.15) | n/a |
| Color | | gray | gray | gray |

¹ Not required for extended mixtures if the mortar passes this requirement.

² ASTM C882 shall be performed on non-water based materials. ASTM C928 shall be performed on water-based materials.

³ Procedure A may be used in lieu of Procedure B

3.1.2 Construction Requirements. The manufacturer shall provide with the bagged mixture, specifications for the mixing procedure, amount and kind of liquid to be added, and the amount of aggregate extension allowed, if any. All mixing, handling and curing practices recommended by the manufacturer shall be followed and will be considered a part of these specifications.

3.1.3 Removal from Qualified List. All mixtures shall be approved before use. Reoccurring failures of any mixture for any reason will be cause for removal from the qualified list.

3.2 Vertical Repair.. A qualified rapid set concrete patching material approved for vertical use may be used when specified on the plans and as approved by the engineer. The engineer will make field cylinders to verify the 1500 psi (10 MPa) minimum strength. The material shall adhere to the concrete surface without sagging.

3.3 Overhead Repair. A qualified rapid set concrete patching material approved for overhead use may be used when specified on the plans and as approved by the engineer. The material shall be placeable in layers of at least 1 inch on overhead applications without the use of formwork or anchoring devices. The material shall adhere to the concrete surface without sagging. The engineer will make field cylinders to verify the 1500 psi (10 MPa) minimum strength.

4.0 Construction Requirements.

4.1 Mixing. Rapid set concrete patching material shall be mixed and finished according to the manufacturer's recommendation.

4.2 Preparation of Repair Area. Deteriorated, damaged or defective concrete as shown on the plans, required by the specifications or as directed by the engineer, shall be removed. All exposed reinforcement shall be thoroughly cleaned as shown on the plans, required by the specifications or as directed by the engineer. Unless otherwise specified by the commercial mixture manufacturer, the existing surface shall be damp and all free water shall be removed prior to placement of the required material.

4.3 Bonding Agent. A bonding agent may be used if recommended by the rapid set concrete patching material manufacturer.

5.0 Method of Measurement. No measurement will be made for rapid set concrete patching material.

6.0 Basis of Payment. Rapid set concrete patching material will be paid for at the contract unit price for other items and will be considered full compensation for all labor, equipment and material to complete the described work.

II. Rapid Set Concrete Patching Material – Horizontal Repairs JSP-02-10

1.0 Description. This specification covers cementitious concrete, polymer-modified concrete and polymer concrete that are suitable for repairing concrete surfaces on bridges or roadways, particularly under fast setting or special conditions. The repairs would involve horizontal applications. The work shall consist of removing, furnishing, preparing, and placing materials at locations as shown on the plans or as directed by the engineer.

2.0 Material. All materials shall be in accordance with MoDOT specifications and as noted herein.

2.1 Aggregate For Extending Commercial Mixture. Coarse and fine aggregates shall be in accordance with [Sec 1005](#), except the requirements for gradation and percent passing the No. 200 sieve shall not apply. Coarse aggregate meeting Gradation E requirements shall be used for repairs greater than one inch (25 mm) in depth. Fine aggregate will be allowed for repairs less than one inch (25 mm). Aggregate specified, bagged, labeled and furnished by the rapid set concrete patching material manufacturer may also be used for mortar extension.

2.2 Material Applications. The contractor shall select and use the product most suitable for the work and field conditions in accordance with these specifications.

2.3 Curing. Rapid set concrete patching material shall be cured until the minimum compressive strength 3200 psi is attained using standard curing specifications, unless otherwise specified by the manufacturer.

2.4 Qualification and Project Acceptance.

2.4.1 Inspection. All materials shall be subject to inspection and sampling by MoDOT at the source of manufacture, intermediate shipping terminal or destination. MoDOT will be allowed free access to all facilities and records as required to conduct inspection and sampling.

2.4.2 Qualification. Prior to use, rapid set concrete patching material shall be qualified. In order to become qualified, a material shall have completed testing through AASHTO's National Transportation Product Evaluation Program (NTPEP). The manufacturer shall contact the AASHTO/NTPEP coordinator to obtain the testing location for the rapid setting concrete patching material.

2.4.2.1 Requested Information. The manufacturer shall submit with samples of the materials, a written request to Construction and Materials with the following information:

- (a) Brand name of the product.
- (b) Certification that the material meets this specification.
- (c) NTPEP test results showing compliance with this special provision.
- (d) Specific mixing, handling and curing instructions.
- (e) Application type (i.e., bridge or roadway).

2.4.2.2 Qualified List. Upon approval by the engineer, the brand name and manufacturer will be placed on a qualified list of rapid set concrete patching materials. The listing of qualified materials is available from Construction and Materials or on MoDOT's web site. New certified test results and samples shall be submitted any time the manufacturing process or the material formulation is changed. The material will be subject to removal from the qualified list if there is evidence of unsatisfactory performance or a change in manufacturing process or formulation, or when random sampling and testing of material offered for use indicates nonconformity with any of the requirements herein specified.

2.4.3 Provisional Approval. Provisional approval may be granted provided the following requirements have been met:

- (c) New Products Evaluation Form
- (d) Certified test results from an independent laboratory showing compliance with this special provision.
- (e) Documentation prepared by MoDOT covering two years of field performance on MoDOT's system. MoDOT will need to approve the location of the test site. Documentation will contain the placement date, field observations (semi annual), description of field performance and photographs of in-place material.

(f) During placement the manufacturer’s representative shall be present on the project to provide technical expertise.

2.4.3.1 Disqualification. If during the two year observation period the repair area(s) fails provisional approval will not be granted. Repair area(s) experiencing any cracking, debonding or spalling will be considered a failure.

2.4.3.2 Length of Provisional Approval. Provisional approval will be granted for three years or until NTPEP testing is completed.

2.5 Certification. The contractor shall supply a manufacturer's certification to the engineer for each lot of material furnished. The certification shall include the name of the manufacturer, a manufacturer certification statement that the material supplied is the same as that qualified and listing the date of qualification.

2.6 Acceptance. Acceptance of the material will be based on the use of a qualified or provisionally approved material, the manufacturer's certification that the material supplied is the same as that approved and upon the results of such tests as may be performed by the engineer.

3.0 Mixture. Unless otherwise specified, rapid set concrete patching material shall be approved commercial mixtures meeting [Sections 3.1 – 3.1.3](#) or deck repair cementitious mortar meeting [Section 3.2](#). Rapid set concrete patching materials shall be specifically designed for the application needed.

3.1 Commercial Mixtures. Rapid set concrete patching material in its sacked form and mixtures when properly prepared in accordance with the manufacturer’s specifications, shall meet the minimum test requirements given in Table 1. Mixtures may be supplied, as required, as a patching mortar or as a patching mortar with aggregate extension. If the material is to be supplied with extender aggregate, this shall also pass the required tests in Table 1 using the maximum allowed amount of extender aggregate.

3.1.2 Mixture Requirements. Rapid set concrete patching material shall be single packaged dry mix requiring the addition of water or other liquid component just prior to mixing. The material shall be capable of ½ inch (13 mm) to full depth repair and require no bonding agent. The material shall not contain soluble chlorides as an ingredient of manufacture. The material shall be placed in accordance to the manufacturer's recommendations.

| Table 1 (English Unit) | | | | |
|---|-----------------------------|--|--|--|
| Physical Test Property | Specification | Requirement for cementitious concrete | Requirement for polymer-modified concrete | Requirement for polymer concrete |
| Bond Strength by Slant Shear ¹ | ASTM C882/C928 ³ | min. 1000 psi @ 24hrs.& min. 1500 psi @ 7 days | n/a | min. 1000 psi @ 24hrs.& min. 1500 psi @ 7 days |
| Linear Coefficient of Thermal Expansion ^{1, 2} (for bagged mortar only, without extension aggregate) | ASTM C531 | n/a | n/a | 4 – 8 X 10-6 in/in/deg F |

| | | | | |
|---|---------------------------|---|--|--|
| Resistance to Rapid Freezing & Thawing ¹ | AASHTO T161 or ASTM C666 | 80% min. using Procedure B ⁵ (300 Cycles) | 80% min. using Procedure B ⁵ (300 Cycles) | n/a |
| Compressive Strength ¹ | AASHTO T22 or ASTM C39 | 3200 psi @ 3 hr & 4000 psi @ 7 days | 3200 psi @ 3 hr & 4000 psi @ 7 days | n/a |
| Rapid Chloride Permeability ¹ | AASHTO T277 or ASTM C1202 | <u>Bridge Decks</u> 1000 coulombs @ 28 days <u>Roadway</u> 2000 coulombs @ 28 days | <u>Bridge Deck</u> 1000 coulombs @ 28 days <u>Roadway</u> 2000 coulombs @ 28 days | <u>Bridge Deck</u> 1000 coulombs @ 28 days <u>Roadway</u> 2000 coulombs @ 28 days |
| Length Change ^{1, 4} | AASHTO T 160 or ASTM C157 | In water Storage (+0.15) In air storage (-0.15) | In water storage (+0.15) In air storage (-0.15) | n/a |
| Color | | gray | gray | gray |

¹The commercial mix test values can be located in the AASHTO's National Transportation Product Evaluation Program (NTPEP) reports for Laboratory Evaluations of Rapid Set Concrete Patching Materials. Data for provisionally approved materials is located at the Construction and Materials Division.

²Not required for extended mixtures if the mortar passes this requirement.

³ ASTM C882 shall be performed on non-water based materials. ASTM C928 shall be performed on water-based materials.

⁴ As modified by ASTM C928.

⁵ Procedure A may be used in lieu of Procedure B

3.1.2 Construction Requirements. The manufacturer shall provide with the bagged mixture, specifications for the mixing procedure, amount and kind of liquid to be added, and the amount of aggregate extension allowed, if any. All mixing, handling and curing practices recommended by the manufacturer shall be followed and will be considered a part of these specifications.

3.1.3 Removal from Qualified List. All mixtures shall be approved before use. Reoccurring failures of any mixture for any reason will be cause for removal from the qualified list.

3.2 Deck Repair Concrete. A qualified rapid set concrete patching material indicated for horizontal use and intended for patching concrete bridge decks may be used when specified on the plans and as approved by the engineer. If this option is selected, the contractor shall provide a trial mix to determine the total cure time needed to achieve a compressive strength of 3200 psi (22 MPa). Compressive specimens shall be prepared in accordance with current MoDOT test methods and cured to simulate actual field conditions. Testing of compressive specimens shall be performed by methods and at facilities acceptable to the engineer. The repaired deck shall not be opened to traffic until at least 4 hours after the last placement of deck repair concrete, the established cure time has elapsed and until such concrete has achieved a compressive strength of 3200 psi (22 MPa). A new trial mix may be required if the engineer determines the field conditions vary substantially from trial mix conditions. The engineer will make field cylinders to verify the 3200 psi (22 MPa) minimum strength.

4.0 Construction Requirements.

4.1 Mixing. Rapid set concrete patching material shall be mixed and finished according to the manufacturer's recommendation.

4.2 Preparation of Repair Area. Deteriorated, damaged or defective concrete as shown on the plans, required by the specifications or as directed by the engineer, shall be removed. All exposed reinforcement shall be thoroughly cleaned as shown on the plans, required by the specifications or as directed by the engineer. Unless otherwise specified by the commercial mixture manufacturer, the existing surface shall be damp and all free water shall be removed prior to placement of the required material.

4.3 Bonding Agent. A bonding agent may be used if recommended by the rapid set concrete patching material manufacturer.

5.0 Method of Measurement. No measurement will be made for rapid set concrete patching material.

6.0 Basis of Payment. Rapid set concrete patching material will be paid for at the contract unit price for other items and will be considered full compensation for all labor, equipment and material to complete the described work.

JJ. Dense Concrete Overlay Repair

1.0 Description. This work shall consist of repairing designated areas of bridge decks with an existing dense concrete overlay (low slump, latex modified, or silica fume concrete). All work shall be in accordance with Sec 704 and the job special provision "Concrete Masonry Repair" except as herein modified.

2.0 Construction Requirements.

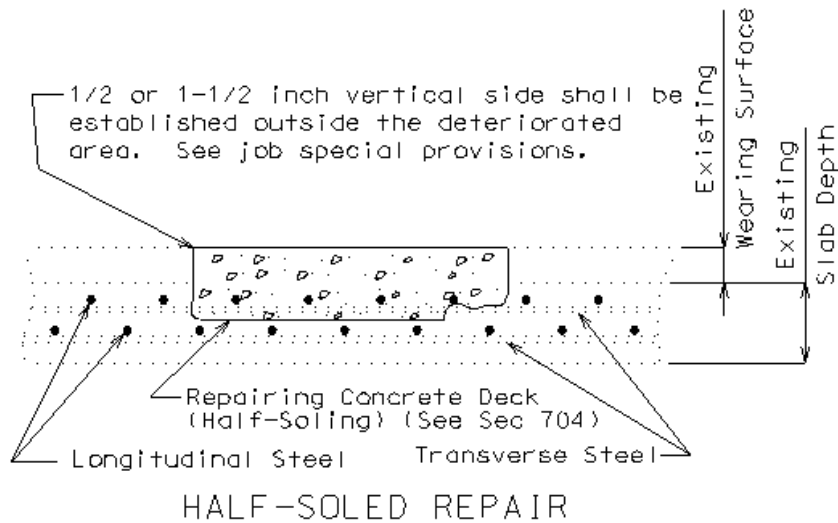
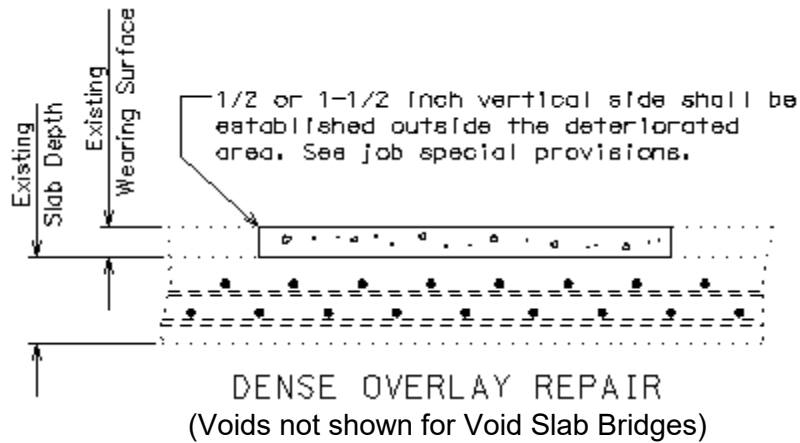
2.1 Bridges without Cathodic Protection Systems. A boundary perimeter with vertical sides shall be established outside the delaminated and deteriorated dense concrete overlay repair areas by saw cutting 1 ½ inch minimum in depth. The contractor shall use caution to not saw into the underlying bridge deck. The remaining overlay around the perimeter of the saw cut shall be chipped vertically and all overlay material within the perimeter removed. Upon removal of the deteriorated overlay, the engineer will sound the underlying bridge deck to determine areas of deteriorated concrete. The engineer may require removal of additional areas of dense overlay to determine the extent of deteriorated underlying bridge deck.

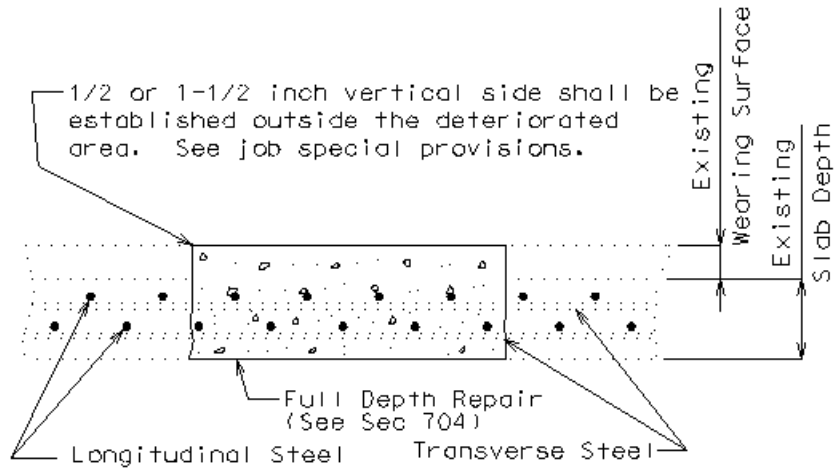
2.2 Bridges with Cathodic Protection Systems. Cathodic protection system shall be turned off before operations of repairing the dense overlay starts. A boundary perimeter with vertical sides shall be established outside the delaminated and deteriorated dense concrete overlay repair areas by saw cutting ½ inch minimum in depth and not cutting the cathodic protection system. The remaining overlay around the perimeter of the saw cut shall be chipped vertically and all overlay material within the perimeter removed. Upon removal of the deteriorated overlay, the engineer will sound the underlying bridge deck to determine areas of deteriorated concrete. The engineer may require removal of additional areas of dense overlay to determine the extent of deteriorated underlying bridge deck. The cathodic protection system shall be repaired before the concrete for the dense overlay is poured. Cathodic protection system shall be turned on after the dense overlay repair areas are opened to traffic.

2.2 Dense overlay repairs shall be performed the same as deck repairs except no exposed

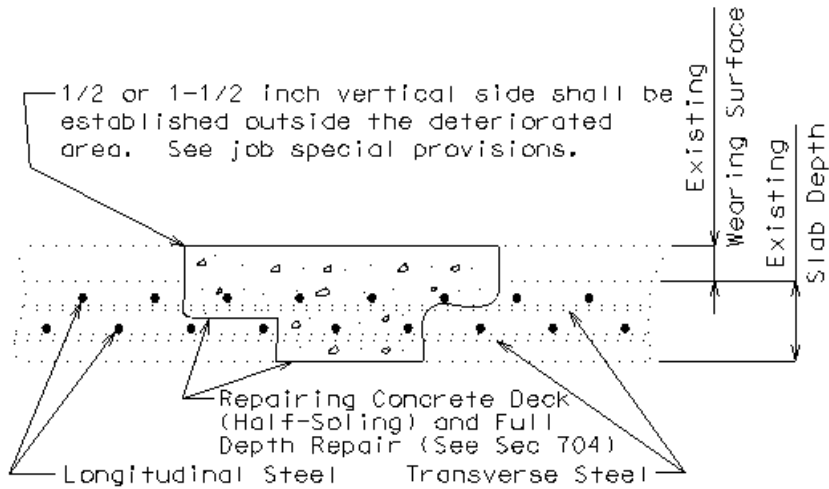
reinforcing steel is required. Deck repairs shall be in accordance with Sec 704. Concrete to replace the dense overlay repair with or without deck repairs shall be the same as that required for the deck repairs. Concrete for the dense concrete overlay repairs with deck repairs shall be placed monolithically up to the top surface of the dense overlay. Finishing and curing the repair area shall be in accordance with Sec 704.

2.3 Dense Concrete Overlay Repair With or Without Underlying Bridge Deck Repair.

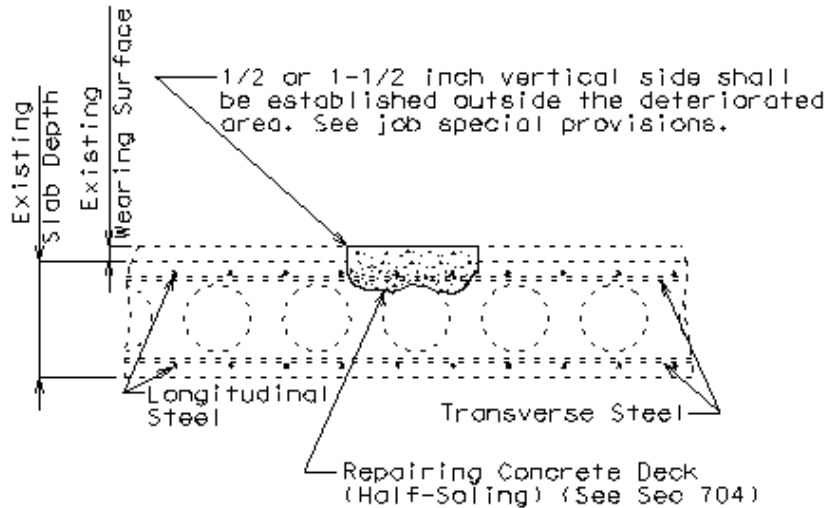




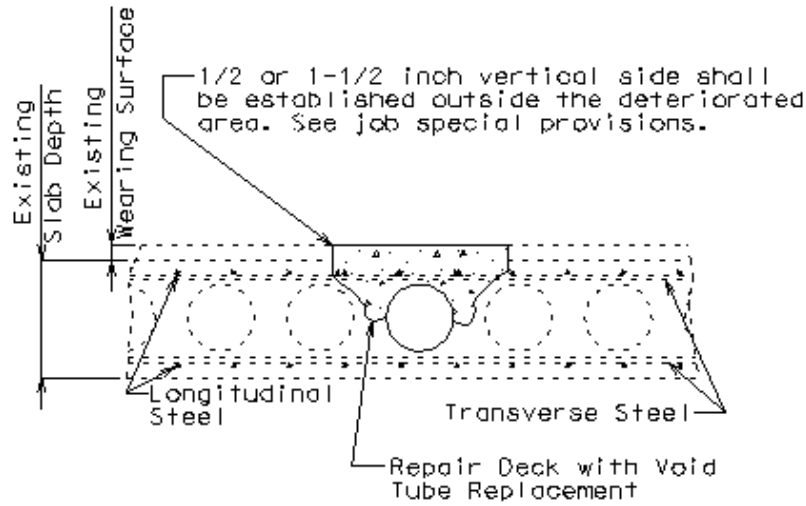
FULL DEPTH REPAIR



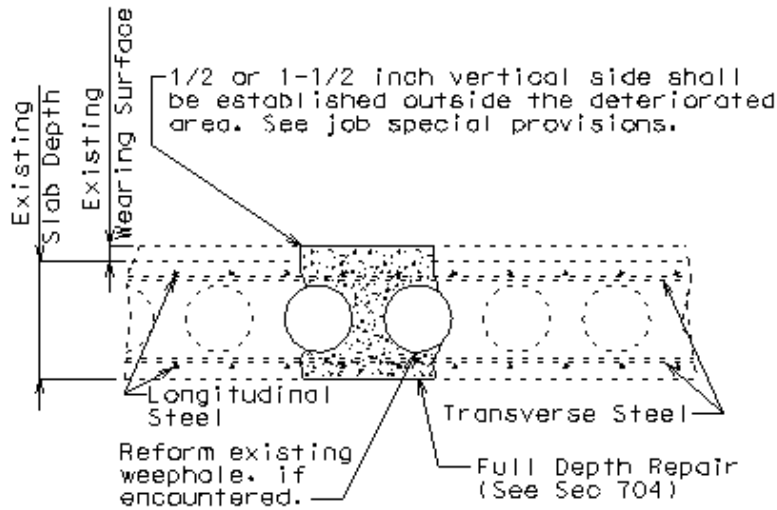
FULL DEPTH REPAIR
 WITH HALF-SOLED REPAIR



HALF-SOLED REPAIR



DECK REPAIR WITH VOID
 TUBE REPLACEMENT



FULL DEPTH REPAIR

3.0 Method of Measurement. The depth of repair may vary but the contract unit price shall prevail regardless of the variation. No duplication of measurement will be made for full depth repair, repairing concrete deck (half-soling), deck repair with void tube replacement or dense concrete overlay repair. Areas of dense concrete overlay repair will be measured to the nearest square foot. Deck repairs will be measured and paid for in accordance with Sec 704.

4.0 Basis of Payment. The accepted quantity of dense concrete overlay repair will be paid for at the contract unit price for:

| | | |
|----------------|-------------------------------|-------------|
| Item 704-99.04 | Dense Concrete Overlay Repair | Square Foot |
|----------------|-------------------------------|-------------|

KK. Asphalt Wearing Surface Repair

1.0 Description. This work shall consist of repairing designated areas of bridge deck with an existing asphaltic concrete. All work shall be in accordance with Sec 704 and the job special provision “Concrete Masonry Repair” except as herein modified.

2.0 Materials.

2.1 All material shall be in accordance with Division 1000, Materials Details, and specifically as follows:

| Item | Section |
|--------------------|---------|
| Asphaltic Concrete | 401.5.3 |
| Tack Coat | 407 |

2.2 Patching material for repairing asphaltic concrete overlays shall be an approved asphaltic concrete surface mix that meets or exceeds the requirements of Sec 401.5.3 and is sufficiently stable enough to withstand axle loads of interstate highway traffic.

3.0 Construction Requirements.

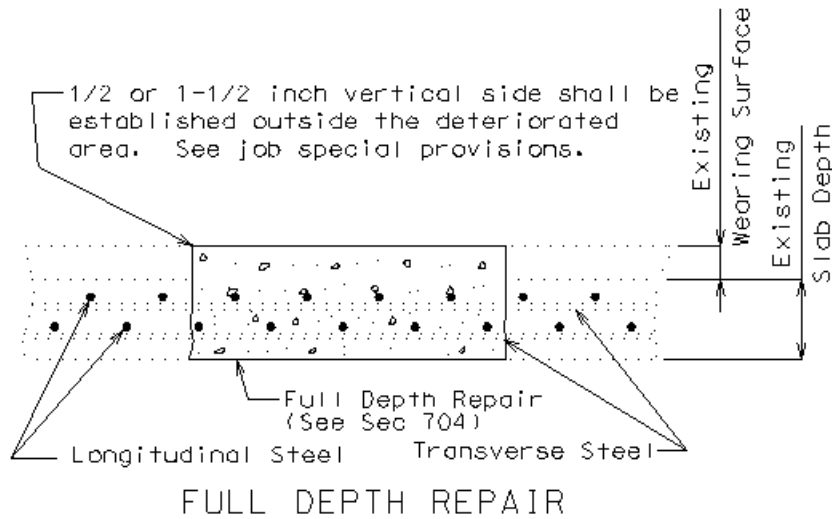
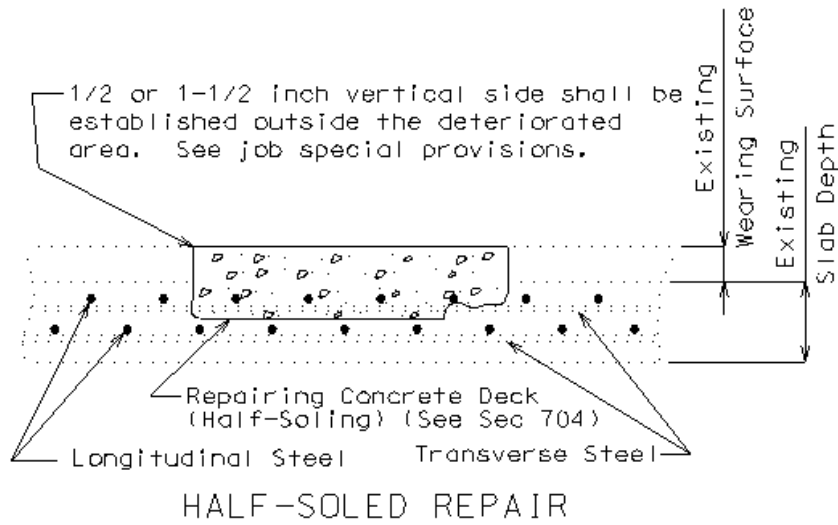
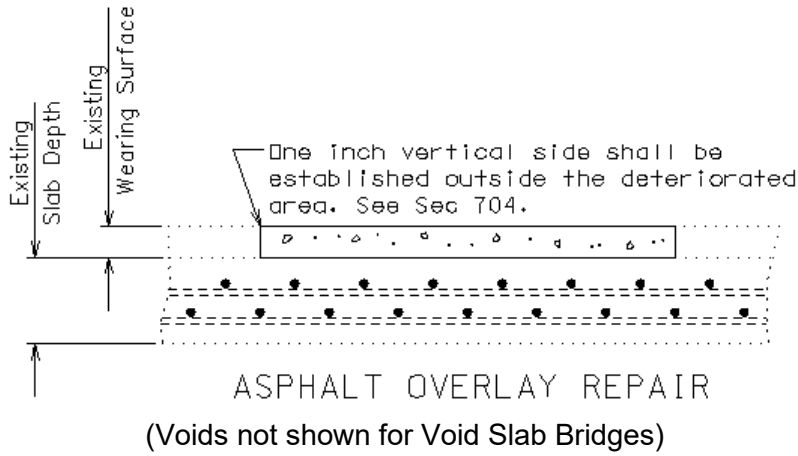
3.1 A boundary perimeter with vertical sides shall be established outside the delaminated and deteriorated asphalt overlay area by saw cutting. The contractor shall use caution to not saw into the underlying bridge deck. All overlay material within the perimeter shall be removed. The contractor may, with approval of the engineer, remove the asphalt wearing surface by cold milling so long as satisfactory results are obtained and there is minimal disturbance to the underlying bridge deck. Upon removal of the deteriorated overlay, the engineer will sound the underlying bridge deck to determine areas of deteriorated concrete. The engineer may require removal of additional areas of asphalt overlay to determine the extent of deteriorated underlying bridge deck.

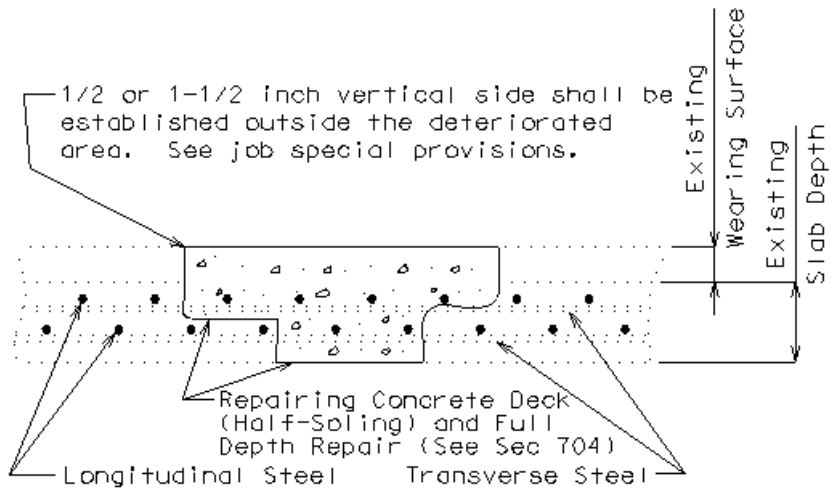
3.2 Deck repairs shall be in accordance with Sec 704. Concrete for the deck repairs shall be placed up to the top of the driving surface unless otherwise directed by the engineer. Finishing and curing the repair area shall be in accordance with Sec 704.

3.3 The asphalt overlay repair area shall be prepared for patching by uniformly applying tack coat to the bottom and sides of the repair area in accordance with Sec 407. Asphaltic concrete patching material shall be placed in the repair area and thoroughly compacted with a minimum 1 1/4 ton roller. The finished repair shall be smooth and level with the existing asphalt wearing surface. The lane shall not be opened to traffic until the patch has sufficiently cooled. All asphaltic concrete overlay repairs shall be complete before traffic is restored to the lane.

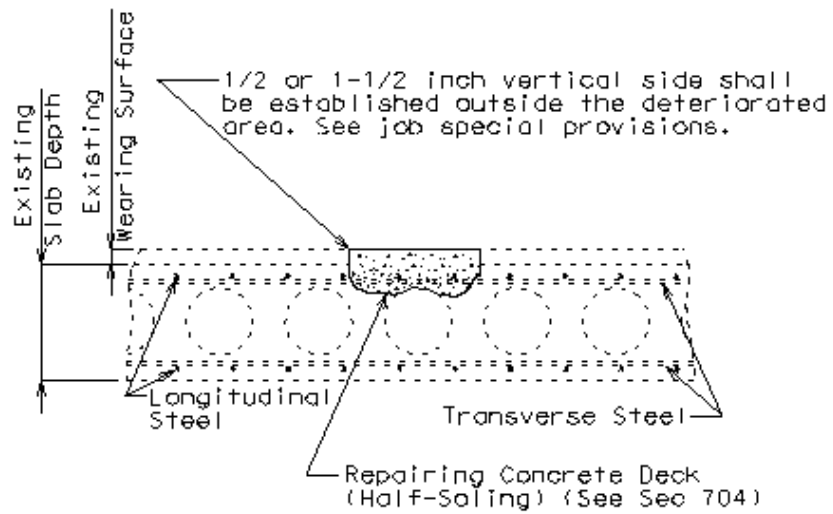
3.4 Before opening to traffic, the contractor shall seal all edges of the repaired area with a rapid setting polymer modified liquid asphalt emulsion. The sealed edges shall be coated with a black colored sand to prevent tracking and to blend in with the existing asphalt surface. There will be no direct payment for furnishing or placing the asphalt emulsion or sand.

3.5 Asphalt Overlay Repair With or Without Underlying Bridge Deck Repair. If an asphalt wearing surface has been placed on top of a dense concrete overlay, the dense concrete overlay and bridge deck repair shall be performed the same as shown in job special provision “Dense Concrete Overlay Repair”. If the dense concrete overlay needs repaired but the bridge deck does not require repair, the dense concrete overlay shall be repaired monolithically with the asphalt wearing surface.

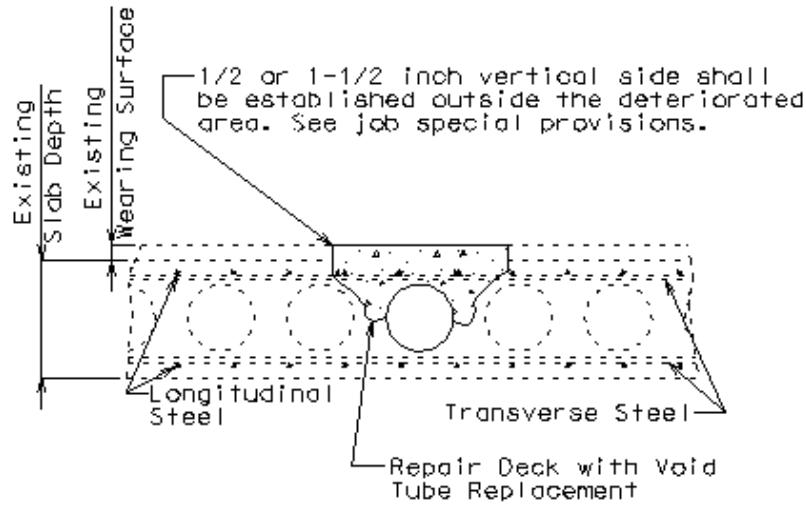




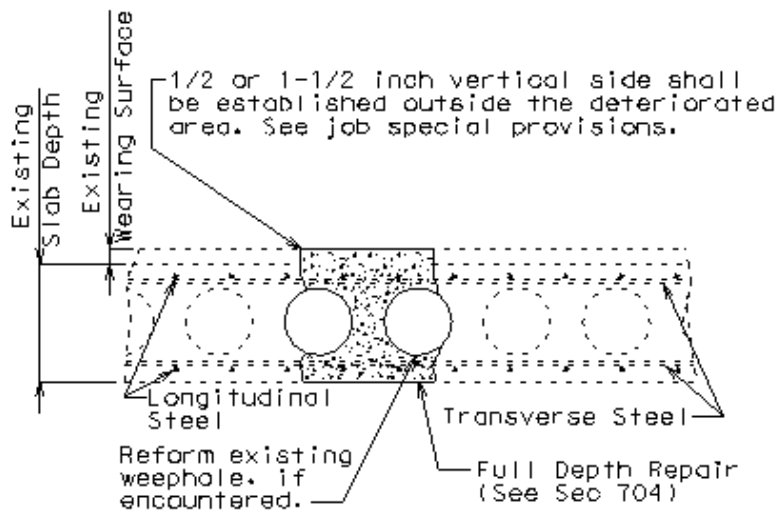
FULL DEPTH REPAIR
 WITH HALF-SOLED REPAIR



HALF-SOLED REPAIR



DECK REPAIR WITH VOID
 TUBE REPLACEMENT



FULL DEPTH REPAIR

4.0 Method of Measurement. The depth of repair may vary but the contract unit price shall prevail regardless of the variation. No duplication of measurement will be made for full depth repair, repairing concrete deck (half-soling), deck repair with void tube replacement or asphaltic concrete overlay repair. Areas of asphaltic concrete overlay repair will be measured to the nearest square foot. Deck repairs will be measured and paid for in accordance with Sec 704.

5.0 Basis of Payment. Accepted quantity of asphaltic concrete overlay repair will be paid for at the contract unit price for:

| | | |
|----------------|-----------------------------------|-------------|
| Item 401-99.04 | Asphaltic Concrete Overlay Repair | Square Feet |
|----------------|-----------------------------------|-------------|

LL. Concrete and Masonry Protection System

1.0 Description. This work shall consist of installing a protective coating that shall consist of a clear penetrating siloxane or silane based sealer. The surface preparation and application shall be in accordance with the manufacturer's recommendations.

2.0 Material. All material shall be in accordance with division 1000, materials division, specifically Sec 1059 protective coating material.

3.0 Construction Requirements. The preparation and application of the concrete and masonry protection system shall follow specification 711.3.3.

4.0 Method of Measurement. Final measurement will be made to the nearest square yard.

5.0 Basis of Payment. The accepted quantity of concrete and masonry protection system will be paid for at the contract unit price for:

| Item No. | Unit | Description |
|-----------|-------------|---|
| 711-99.05 | Square Yard | Concrete and Masonry Protection System. |

MM. Concrete Crack Filler - High Molecular Weight Methacrylate

1.0 Description. This work shall consist of preparing and treating Portland cement concrete bridge deck and bridge approach slab surfaces with a high molecular weight methacrylate crack filler meeting this specification.

2.0 Material. The material used shall be a low viscosity, non-fuming, and high molecular weight methacrylate resin in accordance with the following:

| Property | Test Method | Requirement |
|-------------|---|--------------------|
| Viscosity | Brookfield RVT 100 RPM @ 72°F (22°C) | 25 cps maximum |
| Pot Life | Application life before curing begins [@ 68°F (20°C) air temperature] | 15 minutes minimum |
| Curing Time | On site at 50°F (10°C) | 6 hours Maximum |

3.0 Construction Requirements.

3.1 Equipment. Application equipment shall be as recommended by the manufacturer. The spray equipment, tanks, hoses, brooms, rollers, coaters, squeegees, etc. shall be thoroughly clean, free of foreign matter, oil residue and water prior to applying the treatment.

3.2 Cleaning and Surface Preparation. Surfaces, which are to be treated, shall meet the approved product's requirements for surface condition. Sealing shall not be done until all concrete repairs and any corrective actions needed have been completed and cured. The contractor shall furnish the engineer with written instructions for surface preparation requirements and a representative of the manufacturer shall be present to assure that the surface condition meets the manufacturer's requirements.

3.2.1 Sealing shall be done after the bridge deck and bridge approach slabs have been textured.

3.2.2 At a minimum, the surface shall be thoroughly cleaned to remove dust, dirt, oil, wax, curing components, efflorescence, laitance, coatings and other foreign materials. The manufacturer or manufacturer's representative shall approve the use of chemicals and other cleaning compounds to facilitate the removal of these foreign materials before use. The treatment shall be applied within 48 hours following surface preparation.

3.2.3 Cleaning equipment shall be fitted with suitable traps, filters, drip pans and other devices to prevent oil and other foreign material from being deposited on the surface.

3.3 Test Application. Prior to final application, the contractor shall treat a measured test coverage area on horizontal and vertical surfaces of the different components of the structure to be treated for the purpose of demonstrating the desired physical and visual effect on an application or of obtaining a visual illustration of the absorption necessary to achieve the specified coverage rate. In the latter case, the applicator shall use at least ½ gallon (1.9 liter) of treatment following the manufacturer's recommended method of application for the total of the test surfaces. Horizontal test surfaces shall be located on the deck and on the curb or sidewalk, and vertical test surfaces shall be located on a parapet or safety barrier curb so that the different textures are displayed.

3.4 Application. The concrete treatment shall be applied to concrete surfaces as designated on the plans or per the manufacturer's specification. The penetrating sealer shall be applied by thoroughly saturating the concrete surfaces at an application rate specified by the manufacturer and as shown in the approved certified test data.

3.4.1 The concrete surface temperature shall be above 35°F (2°C).

3.4.2 The treatment shall be spread from puddles to dry areas.

3.4.3 If the applicator is unable to complete the entire application continuously, the location where the application was stopped shall be noted and clearly marked.

3.5 Protection of Adjoining Surfaces and the Public.

3.5.1 When applying a treatment, the contractor shall protect adjoining surfaces of the structure that are not to be sealed by masking off or by other means. The contractor shall also make provision to protect the public when treating the fascia of a bridge that spans an area used by the public.

3.5.2 Asphalt and mastic type surfaces shall be protected from spillage and heavy overspray. Joint sealants, traffic paints and asphalt overlays may be applied to the treated surfaces 48 hours after the treatment has been applied. Adjoining and nearby surfaces of aluminum or glass shall be covered where there is possibility of the treatment being deposited on the surfaces. Plants and vegetation shall be protected from overspray by covering with drop cloths. Precautions shall be followed as indicated on the manufacturer's material and safety data sheet.

3.6 Opening to Traffic. Traffic shall be allowed on a deck only after a treated area does not track.

4.0 Method of Measurement. Measurement will be made to the nearest square yard (m²) measured longitudinally from end of the bridge approach slab to end of the bridge approach slab and transversely from roadway face of curb to roadway face of curb extended to end of the approach slabs. No deduction will be made for gaps to avoid, raised pavement markers, manholes or other obstructions. Material placed on curb faces will not be measured. Final measurement will not be made except for authorized changes during construction or where appreciable errors are found in the contract quantity. The revision or correction will be computed and added to or deducted from the contract quantity.

5.0 Basis of Payment. Payment for the above described work, including all material, equipment, labor and any other incidental work necessary to complete this item, will be considered completely covered by the contract unit price for "Penetrating Sealers".

NN. Seal Coat for Bridge Decks Prior to Asphalt Overlay

1.0 Description. This work shall consist of placing bituminous material followed by placing cover aggregate on bridge decks. All work shall be in accordance with Sec 409 except as herein modified.

2.0 Material.

2.1 Bituminous material shall be polymer modified liquid asphalt emulsion in accordance with Sec 1015.

2.2 Cover aggregate shall be Grade A in accordance with Sec 1003, unless otherwise approved by the engineer.

3.0 Construction Requirements.

3.1 Bridge Deck Repairs. Bridge sealing shall not begin until bridge deck repair operations are complete and repaired areas have adequately cured. For bridge decks repaired using a qualified special mortar in accordance with Sec 704, the repaired areas shall have adequately cured in compliance with the patching material manufacturer's recommendations.

3.2 Seal Coat. Seal coat shall be applied, rolled and then shall be allowed to cure as recommended by the manufacturer. After curing, all loose aggregate shall be removed prior to opening to traffic. Any seal coat that is pulled up or damaged during the operation shall be repaired by the contractor at the contractor's expense.

4.0 Traffic Control. Delete Sec 409.6.2. Temporary striping with tape shall be incidental to the operation.

5.0 Basis of Payment. Payment for the above described work, including all materials, equipment, labor and any other incidental work necessary to complete this work, will be considered completely covered by the contract unit price. The accepted quantity of seal coat and any temporary striping will be paid for at the contract unit price for:

| | | |
|----------------|--------------------|-------------|
| Item 409-40.00 | Seal Coat, Grade A | Square Yard |
|----------------|--------------------|-------------|

OO. Removal of Existing Expansion Joint Silicone Sealant or Compression Seal

1.0 Description. This work shall consist of removing and disposing of existing expansion joints compression seals or silicone sealant as directed by the engineer.

2.0 Removal Requirements. The existing compression seal or silicone sealant shall be cleanly removed and disposed of in accordance with Sec 202.

3.0 Method of Measurement. Final measurement of removal of existing expansion joint compression seal or silicone sealant will not be made except for authorized changes during construction or where appreciable errors are found in the contract quantity. Removal of the existing expansion joint compression seal and silicone sealant will be measured to the nearest linear foot based on measurement from roadway face of curb to roadway face of curb along centerline of the existing joint. Portions of the joint extending past the roadway face of curbs will not be measured for payment.

4.0 Basis of Payment. Payment for the above described work, including all material, equipment, labor and any other incidental work necessary to complete this item, will be based on the Job Order quantities and will be considered completely covered by the contract unit price for "Removal of Existing Expansion Joint Silicone Sealant" or "Removal of Existing Expansion Joint Compression Seal". Any change in the job order quantities, based on approved change orders, will be paid for at the contract unit price.

PP. Epoxy Polymer Concrete Resurfacing Over and Near Streams and Wetlands

1.0 Description. In general, because of the process for epoxy polymer application, that being the use of an epoxy spray for adhesion or fluid epoxy polymer mix, care must be taken to avoid overspray or runoff that will enter bodies of water. For use on bridges, all drains must be adequately blocked until the mixture is set up permanently. This includes the cleanup process for loose material/aggregate. No spray, runoff, or materials shall be allowed to enter the drains or the stream or wetland.

QQ. Removal Of Bridge Debris

1.0 Description. Environmental surveys of the Missouri and Mississippi Rivers for pallid sturgeon and Meramec River for mussels and endangered fish species were not conducted at the project location because debris is not anticipated to fall into the water. If debris including, but not limited to, sand from sandblasting, water from hydroblasting, paint chips, runoff from painting/sealing processes, etc. falls into the water, the project will be required to shut down while biologists determine if there are any threatened or endangered species at the site and while MoDOT's environmental section reassesses impacts to those species.

1.1 The contractor shall make provisions to prevent debris and materials from falling below the bridges. If this does occur and if deemed necessary by the engineer, it shall be removed as directed by the engineer at the contractor's expense.

1.2 The contractor shall prevent any debris and materials from falling into the river, stream, lake, or wetland below the bridges.

1.3 Any damage sustained by the remaining structures as a result of the contractor's operations shall be repaired or the material replaced as determined by the engineer at the contractor's expense.

1.4 If the contractor's operation requires work below the deck, directly above the river, stream, lake or wetland below the bridge, the contractor shall notify the engineer who will then contact MoDOT's Environmental Section for further review.

2.0 Basis of Payment. No direct payment will be made for any expense incurred by the contractor by reason of compliance with the specific requirements of the provision, including any delay, inconvenience, or extra work except for those items for which payment is included in the contract.

RR. Preformed Silicone or EPDM Expansion Joint Seal

1.0 Description. This work shall consist of furnishing and installing the preformed silicone or EPDM expansion joint seal for joints as shown on the plans or as directed by the engineer.

2.0 Material. All material shall be in accordance with Division 1000, Material Details, and specifically as follows. All necessary components, materials and equipment required for the installation shall be obtained through an approved supplier. All components of each respective joint system shall come from the same manufacturer and cannot be substitutes for others.

2.1 Joint Seal.

2.1.1 The gland material shall meet or exceed the following physical requirements:

| Joint Seal | | |
|-------------------------------------|----------------------|--------------------|
| Property | Specification | Requirement |
| Durometer (Shore A) | ASTM D 2240 | 55 ±5 min. |
| Tensile Strength | ASTM D 412 | 550 psi min. |
| Elongation | ASTM D 412 | 350% min. |
| Tear Strength (Die B) | ASTM D 624 | 100 ppi min. |
| Compression Set At 350° F 22 hrs | ASTM D 395 | 30% max. |
| Operating Temperature Range | | -60° F to 350° F |
| Specific Gravity | | 1.51 ±0.10 |

2.1.2 The joint seal shall be pre-qualified by undergoing and passing a cyclic loading test. Any rips, tears or bond failure will be cause for rejection. Manufacturer shall provide documentation to verify testing meetings these minimum requirements.

| Cyclic Loading Test | |
|----------------------------|--------------------|
| Property | Requirement |
| Test Sample Length | 2 feet min. |
| Joint Skew | 45° |
| Number of Cycles | 200 min. |
| Joint Opening | 2 inches |
| Movement | ±1 inch |
| Temperature | -20° F |

2.2 Epoxy Primer. Epoxy primer shall be as specified by the manufacturer to insure the appropriate bond of the joint sealing system and shall meet the following physical requirements:

| Epoxy Primer | | |
|-------------------------|----------------------|--------------------|
| Property | Specification | Requirement |
| Viscosity (centipoises) | ASTM D 2196 | 44 |
| Solids | ASTM D 4209 | 41 |
| Specific Gravity | ASTM D 1217 | 0.92 |
| Flashpoint | ASTM D 56 | 48 |
| VOC | ASTM D 3960 | 520 |

2.3 Locking Adhesive. The adhesive material shall cure quickly and shall be as recommended by the manufacturer. The material shall adhere to concrete, elastomeric concrete, polymer concrete and steel and shall meet the following physical requirements:

| Locking Adhesive | | |
|-------------------------------------|----------------------------------|--|
| Property | Specification | Requirement |
| Sag/Flow | ASTM C 639 | 3/16 inch max. |
| Hardness | ASTM C 661 | 20-30 |
| Tack Free Time | ASTM C 679 | 30 minute max. |
| Cure Through To ¼ inch thickness | At 75°F/50% Relative Humidity | 24 hours max. |
| Skin over time (Tooling Time) | At 75°F/50% Relative Humidity | 5 minute max. |
| Resistance to U.V. | ASTM C 793 | No cracking, Ozone Chalking or Degradation |
| Tensile Strength | ASTM D 412 | 200 psi min. |
| Elongation | ASTM D 412 | 450% min. |

2.4 Certification. The contractor shall furnish a manufacturer's certification for all material specified in this job special provision. The certification shall show representative test results of the material and certify that the material supplied is in accordance with this job special provision.

3.0 Construction Requirements. The contractor shall furnish to the engineer the manufacturer's written product information, installation procedures and instructional information at least two weeks prior to installation. The contractor shall obtain the services of a qualified technical representative approved by the manufacturer of the expansion joint seal and acceptable to the engineer, to assist during the installation. The contractor, the technical representative and

the engineer shall meet to review and clarify installation procedures and requirements prior to starting the work. The start of surface preparations and seal installation shall not occur without the technical representative being present. The technical representative shall be present for at least one day at the start of surface preparations and seal installation.

3.1 Surface Preparation. The concrete or steel surface shall be prepared for priming and seal placement. New Portland cement concrete shall be fully cured and allowed to dry a minimum of seven days. The joint shall be cleaned of all gravel, loose material and other contaminants before sand blasting. Areas that will be in contact with the sealant shall be sand blasted with a clean, hard aggregate that will leave little to no dust residue. Sand blasted concrete surfaces will be considered acceptable when areas that will be in contact with the sealant have a roughened surface with clean, exposed aggregate. The surface shall be free of foreign matter or plastic residue. Sand blasted steel surfaces will be considered acceptable when the steel surfaces have been cleaned to an SSPC-SP10 degree of cleanliness. After sand blasting is completed, the joint shall be cleaned of debris using oil-free and water-free compressed air or a vacuum, either being at least 90 psi. Using a rag saturated in denatured alcohol, wipe clean both vertical faces of the expansion joint opening.

3.2 Priming. Priming shall immediately follow sand blasting and cleaning and will only be permitted to proceed when the air and substrate temperatures are at least 40° F and rising. Sand blasting, priming and installing the seal shall be performed on the same day. The entire sand blasted surface shall be primed. Application and drying times for primers shall be in accordance with the manufacturer's recommendations. All leftover primer shall be properly disposed.

3.3 Installation. The preformed silicone or EPDM expansion joint seal shall be installed in joints in one continuous piece without field splices. The locking adhesive and seal shall be applied in accordance with the manufacturer's recommendations, in a manner that prevents the seal from being damaged and from being in tension. Twisting, curling and nicking the seal will be prohibited. Unless the installation tool is capable of installing the seal without elongation prior to placement, the seal shall be pre-cut to the exact length for the joint plus ends as shown in the contract documents or as directed by the engineer. The pre-cut seal shall be installed and measured for stretch. The seal shall be removed and reinstalled if the seal stretch length exceeds five percent of the pre-cut length at the contractor's expense.

4.0 Method of Measurement. The preformed silicone or EPDM expansion joint seal will be measured to the nearest linear foot based on measurement from the roadway face of curb to roadway face of curb along the centerline of the joint. Final measurement will not be made except for authorized changes during construction, or if appreciable errors are found in the contract quantity. Portions of the joint that extend past the roadway face of curbs will not be measured for payment.

5.0 Basis of Payment. Payment for the above described work, including all material, equipment, labor, technical assistance and any other incidental work necessary to complete this item, will be based on the contract plan quantities and will be considered completely covered by the contract unit price for "Preformed Silicone or EPDM Expansion Joint Seal". Any change in the contract plan quantities, based on approved change orders, will be paid for at the contract unit price.

SS. Epoxy Polymer Concrete Overlay Repair

1.0 Description. This work shall consist of repairing designated areas of bridge decks with an existing epoxy polymer concrete overlay. All work shall be in accordance with Sec 623, Sec 704

and the job special provisions "Concrete Masonry Repair" except as herein modified.

2.0 Construction Requirements.

2.1 Epoxy Polymer Overlay Thickness. The total thickness of the overlay repair will vary and shall match the existing overlay thickness but shall not be greater than ½ inch.

2.2 Concrete Deck.

2.2.1 A boundary perimeter with vertical sides shall be established outside the delaminated and deteriorated epoxy polymer concrete overlay repair areas by saw cutting. The contractor shall use caution to not saw into the underlying bridge deck. All overlay material within the perimeter shall be removed. Upon removal of the deteriorated overlay, the engineer will sound the underlying bridge deck to determine areas of deteriorated concrete. The engineer may require removal of additional areas of epoxy polymer overlay to determine the extent of deteriorated underlying bridge deck.

2.2.2 Deck repairs shall be in accordance with Sec 704. Concrete for the deck repairs shall be placed up to the top surface of the original deck unless otherwise directed by the engineer.

2.2.3 Epoxy polymer concrete overlay shall be installed in accordance with Sec 623.

3.0 Method of Measurement. The thickness of repair may vary but the contract unit price shall prevail regardless, unless the total thickness is greater than ½ inch. Areas of epoxy polymer concrete overlay repair will be measured to the nearest square foot (0.1 m²) and be tabulated separately for repairs on concrete deck. Deck repairs will be measured and paid for separately in accordance with Sec 704.

4.0 Basis of Payment. The accepted quantity of epoxy polymer concrete overlay repair, concrete deck, will be paid for at the contract unit price for:

Item 704-99.04 Epoxy Polymer Overlay Repair, Concrete Deck Square Foot

TT. Cleaning and Epoxy Coating

1.0 Description. In order to protect the bridge superstructure concrete from deicing chemicals and other contaminants, all loose and delaminated concrete shall be removed, and a protective epoxy coating shall be applied to the concrete in the area of curb outlets and the vertical face of the curbs as shown in the bridge plans and per this job special provision.

2.0 Construction Requirements. The areas to be cleaned and epoxy coated shall be as follows:

- (a) Deck surface and vertical faces inside the curb outlets.
- (b) Outside edge of the deck to 12 inches on each side of the curb outlets.
- (c) Superstructure concrete area directly below the curb outlets from the edge of the deck to the edge of the top flange of the girder and to 12 inches on each side of the curb outlets.
- (d) Vertical face of the curbs for the entire length of the bridge.

2.1. Cleaning shall include removal of all loose and delaminated concrete with hand tools to the satisfaction of the engineer. Hand tools may include chipping chisels, wire brushes, dust brushes, etc. After cleaning, an epoxy coating meeting the requirements of Sec 1059.20 shall be applied in accordance with Sec 711.3.2 and the manufacturer's recommendations.

3.0 Method of Measurement. No measurement will be made for cleaning and epoxy coating except for authorized changes during construction or where appreciable errors are found in the plan quantity. When required, measurement will be made to the nearest square foot.

4.0 Basis of Payment. Payment for Cleaning and Epoxy Coating includes all material, equipment, labor and any other incidentals necessary to complete this work.