


Job No.: J6S3435  
Route: 30  
County: Jefferson & Franklin

**JOB SPECIAL PROVISIONS TABLE OF CONTENTS (ROADWAY)**

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

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	<p><b>MISSOURI HIGHWAYS AND TRANSPORTATION COMMISSION</b>  105 W. CAPITOL AVE.  JEFFERSON CITY, MO 65102  Phone 1-888-275-6636</p>
	<p><b>Jacobs Engineering Group Inc.</b>  1001 Highlands Plaza Drive W, Suite 400  St. Louis, MO 63110  Certificate of Authority: #000704  Consultant Phone: 314-335-4237</p>
	<p>If a seal is present on this sheet, JSP's have been electronically sealed and dated.</p>
	<p>JOB NUMBER: J6S3435  FRANKLIN / JEFFERSON COUNTY, MO  DATE PREPARED: 04-09-2025</p>
	<p>ADDENDUM DATE:</p>
<p>Only the following items of the Job Special Provisions (Roadway) are authenticated by this seal: All</p>	

JOB  
SPECIAL PROVISION

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](http://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](http://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. Contract Liquidated Damages JSP- 13-01D

**1.0 Description.** Liquidated Damages for failure or delay in completing the work on time for this contract shall be in accordance with Sec 108.8. The liquidated damages include separate amounts for road user costs and contract administrative costs incurred by the Commission.

**2.0 Period of Performance.** Prosecution of work is expected to begin on the date specified below in accordance with Sec 108.2. Regardless of when the work is begun on this contract, all work on all projects shall be completed on or before the date specified below. Completion by this date shall be in accordance with the requirements of Sec 108.7.1.

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Notice to Proceed: August 11, 2025  
Contract Completion Date: November 20, 2026

**2.1 Calendar Days and Completion Dates.** Completion of the project is required as specified herein. The count of calendar days will begin on the date the contractor starts any construction operations on the project.

Project	Calendar Days	Daily Road User Cost
J6S3435	N/A	\$3200

**3.0 Liquidated Damages for Contract Administrative Costs.** Should the contractor fail to complete the work on or before the contract completion date specified in Section 2.0, or within the number of calendar days specified in Section 2.1, whichever occurs first, the contractor will be charged contract administrative liquidated damages in accordance with Sec 108.8 in the amount of **\$3000** per calendar day for each calendar day, or partial day thereof, that the work is not fully completed. For projects in combination, these damages will be charged in full for failure to complete one or more projects within the specified contract completion date or calendar days.

**4.0 Liquidated Damages for Road User Costs.** Should the contractor fail to complete the work on or before the contract completion date specified in Section 2.0, or within the number of calendar days specified in Section 2.1, whichever occurs first, the contractor will be charged road user costs in accordance with Sec 108.8 in the amount specified in Section 2.1 for each calendar day, or partial day thereof, that the work is not fully completed. These damages are in addition to the contract administrative damages and any other damages as specified elsewhere in this contract.

C. Work Zone Traffic Management JSP-02-06N

**1.0 Description.** 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.

**1.1 Maintaining Work Zones and Work Zone Reviews.** The Work Zone Specialist (WZS) shall maintain work zones in accordance with Sec 616.3.3 and as further stated herein. The WZS shall coordinate and implement any changes approved by the engineer. The WZS shall ensure all traffic control devices are maintained in accordance with Sec 616, the work zone is operated within the hours specified by the engineer, and will not deviate from the specified hours without prior approval of the engineer. The WZS is responsible to manage work zone delay in accordance with these project provisions. When requested by the engineer, the WZS shall submit a weekly report that includes a review of work zone operations for the week. The report shall identify any problems encountered and corrective actions taken. Work zones are subject to unannounced inspections by the engineer and other departmental staff to corroborate the validity of the WZS's review and may require immediate corrective measures and/or additional work zone monitoring.

**1.2 Work Zone Deficiencies.** Failure to make corrections on time may result in the engineer suspending work. The suspension will be non-excusable and non-compensable regardless if road user costs are being charged for closures.

**2.0 Traffic Management Schedule.**

**2.1** Traffic management schedules shall be submitted to the engineer for review prior to the start of work and prior to any revisions to the traffic management schedule. The traffic management schedule shall include the proposed traffic control measures, the hours traffic control will be in place, and work hours.

**2.2** The traffic management schedule shall conform to the limitations specified in Sec 616 regarding lane closures, traffic shifts, road closures and other width, height and weight restrictions.

**2.3** The engineer shall be notified as soon as practical of any postponement due to weather, material or other circumstances.

**2.4** 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 opened to traffic.

**2.5 Traffic Congestion.** The contractor shall, upon approval of the engineer, take proactive measures to reduce traffic congestion in the work zone. The contractor shall immediately implement appropriate mitigation strategies whenever traffic congestion reaches an excess of 10 minutes to prevent congestion from escalating to 15 minute or above threshold. If disruption of the traffic flow occurs and traffic is backed up in queues of 15 minute delays or longer, then the contractor shall immediately review the construction operations which contributed directly to disruption of the traffic flow and make adjustments to the operations to prevent the queues from reoccurring. Traffic delays may be monitored by physical presence on site or by utilizing real-time travel data through the work zone that generate text and/or email notifications where available. The engineer monitoring the work zone may also notify the contractor of delays that require prompt mitigation. The contractor may work with the engineer to determine what other alternative solutions or time periods would be acceptable.

#### **2.5.1 Traffic Safety.**

**2.5.1.1 Recurring Congestion.** Where traffic queues routinely extend to within 1000 feet of the ROAD WORK AHEAD, or similar, sign on a divided highway or to within 500 feet 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.

**2.5.1.2 Non-Recurring Congestion.** When traffic queues extend to within 1000 feet of the ROAD WORK AHEAD, or similar, sign on a divided highway or to within 500 feet of the ROAD WORK AHEAD, or similar, sign on an undivided highway infrequently, 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 and no more than 0.5 mile in advance of the end of the traffic queue on divided highways and no less than 500 feet and no more than 0.5 mile in advance of the end of the traffic queue on undivided highways.

#### **3.0 Work Hour Restrictions.**

**3.1** Except for emergency work, as determined by the engineer, and long term lane closures required by project phasing, all lanes shall be scheduled to be open to traffic during the five major holiday periods shown below, 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 approved by the engineer.

Memorial Day  
Labor Day  
Thanksgiving  
Christmas  
New Year's Day

**3.1.1 Independence Day.** The lane restrictions specified in Section 3.1 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

**3.2** The contractor shall not perform any construction operation on the roadway, roadbed, or active lanes, including the hauling of material within the project limits, during restricted periods, holiday periods or other special events specified in the contract documents.

**3.3** The contractor shall be aware that traffic volume data indicates construction operations on the roadbed between the following hours will likely result in traffic queues greater than 15 minutes. Based on this, the contractor's operations will be restricted accordingly unless it can be successfully demonstrated the operations can be performed without a 15 minute queue in traffic. It shall be the responsibility of the engineer to determine if the above work hours may be modified. Working hours for evenings, weekends and holidays will be determined by the engineer. The contractor may not work during the following listed hours:

Route 30 (undivided): From Route K to the Route 30 / Route 47 split in St. Clair  
7:00 a.m. - 9:00 a.m. Monday through Friday  
3:00 p.m. - 5:00 p.m. Monday through Friday

Route 30 Eastbound (divided):  
6:00 a.m. - 9:00 a.m. Monday through Friday

Route 30 Westbound (divided):  
3:00 p.m. - 5:00 p.m. Monday through Friday

**3.4** The contractor shall not alter the start time, ending time, or a reduction in the number of through lanes of traffic or ramp closures without advance notification and approval by the engineer. The only work zone operation approved to begin 30 minutes prior to a reduction in through traffic lanes or ramp closures is the installation of traffic control signs. Should lane closures be placed or remain in place, prior to the approved starting time or after the approved ending time, the Commission, the traveling public, and state and local police and governmental

authorities will be damaged in various ways, including but not limited to, increased construction administration cost, potential liability, traffic and traffic flow regulation cost, traffic congestion and motorist delays, with a resulting cost to the traveling public. These damages are not easily computed or quantified. Therefore, the contractor will be charged with liquidated damages specified in the amount of **\$1000 per 15 minute increment** for each 15 minutes that the temporary lane closures are in place and not open to traffic in excess of the limitation as specified elsewhere in this special provision. It shall be the responsibility of the engineer to determine the quantity of unapproved closure time.

**3.4.1** The said liquidated damages specified will be assessed regardless if it would otherwise be charged as liquidated damages under the Missouri Standard Specification for Highway Construction, as amended elsewhere in this contract.

#### **4.0 Detours and Lane Closures.**

**4.1** When a changeable message sign (CMS) is provided, the contractor shall use the CMS to notify motorists of future traffic disruption and possible traffic delays one week before traffic is shifted to a detour or prior to lane closures. The CMS shall be installed at a location as approved or directed by the engineer. If a CMS with Communication Interface is required, then the CMS shall be capable of communication prior to installation on right of way. All messages planned for use in the work zone shall be approved and authorized by the engineer or its designee prior to deployment. When permanent dynamic message signs (DMS) owned and operated by MoDOT are located near the project, they may also be used to provide warning and information for the work zone. Permanent DMS shall be operated by the TMC, and any messages planned for use on DMS shall be approved and authorized by the TMC at least 72 hours in advance of the work.

**4.2** At least one lane of traffic in each direction shall be maintained at all times except for brief intervals of time required when the movement of the contractor's equipment will seriously hinder the safe movement of traffic. Periods during which the contractor will be allowed to interrupt traffic will be designated by the engineer.

**5.0 Basis of Payment.** No direct payment will be made to the contractor to recover the cost of equipment, labor, materials, or time required to fulfill the above provisions, unless specified elsewhere in the contract document. All authorized changes in the traffic control plan shall be provided for as specified in Sec 616.

#### **D. Emergency Provisions and Incident Management JSP-90-11A**

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

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

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Missouri Highway Patrol - Troop C: 636-300-2800		
City of St. Clair	City of House Springs	City of High Ridge
Fire: 636-629-2727	Fire: 636-677-3371	Fire: 636-677-3371
Police: 636-583-2567	Police: 636-677-5533	
Franklin County	City of Cedar Hill	Jefferson County
Police: 636-583-2567	Fire: 636-285-3030	Police: 636-797-5000

**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 law enforcement agency.

**2.2** The contractor shall notify law 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 law enforcement and emergency agencies, a report shall be furnished to the engineer on the status of incident management.

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

E. Project Contact for Contractor/Bidder Questions JSP-96-05

All questions concerning this project during the bidding process shall be forwarded to the project contact listed below.

Shirley Norris, PE; Project Contact  
St. Louis District  
1540 Woodlake Drive  
St. Louis, MO 63017

Telephone Number: 314-453-5032  
Email: [shirley.norris@modot.mo.gov](mailto:shirley.norris@modot.mo.gov)

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

F. Supplemental Revisions JSP-18-01FF

- 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.

- ***Delete Sec 106.9 in its entirety and substitute the following:***

**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.

- 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  $\pm 2.0$  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.

- **Delete paragraph 15.0 of the General Provision Disadvantaged Business Enterprise (DBE) Program Requirements and substitute the following:**

**15.0 Bidder's List Quote Summary.** MoDOT is a recipient of federal funds and is required by 49 CFR 26.11 to provide data about its DBE program. All bidders who seek to work on federally assisted contracts must submit data about all DBE and non-DBEs in accordance with Sec 102.7.9. MoDOT will not compare the submitted Bidder's List Quote Summary to any other documents or submittals, pre or post award. All information will be used by MoDOT in accordance with 49 CFR 26.11 for reporting to USDOT and to aid in overall DBE goal setting.

- **Add Sec 102.7.9 to include the following:**

**102.7.9 Bidder's List Quote Summary.** Each bidder shall submit with each bid a summary of all subcontractors, suppliers, manufacturers, and truckers considered on federally funded projects pursuant to 49 CFR 26.11. The bidder will provide the firm's name, the corresponding North American Industry Classification System (NAICS) code(s) the firm(s) were considered for, and whether or not they were used in the bid. The information submitted should be the most complete information available at the time of bid. The information shall be disclosed on the Bidder's List Quote Summary form provided in the bidding documents and submitted in accordance with Sec 102.10. Failure to disclose this information may result in a bid being declared irregular.

G. Balanced Mix Design Requirements for Sec 403 Asphaltic Concrete Pavement JSP-24-01B

**1.0 Description.** Balanced Mix Design (BMD) and Paver-Mounted Thermal Profiles (PMTP), as specified herein, are required on this project for all Sec 403 asphaltic concrete pavement surface and base course mixes. BMD shall be in accordance with section 2.0. PMTP shall be in accordance with section 3.0. No additional payment will be made for compliance with these provisions.

**1.1 Rapid Penetrating Emulsion.** Should use of Rapid Penetrating Emulsion (RPE) be necessary for corrective action of longitudinal joint density, as specified elsewhere in section 2.0, RPE shall be in accordance with MoDOT JSP2303 Rapid Penetrating Emulsion (available at: [https://epg.modot.org/index.php/Job\\_Special\\_Provisions](https://epg.modot.org/index.php/Job_Special_Provisions)), except that no payment will be made for use of RPE.

**2.0** Delete Sec 403 in its entirety and substitute the following:

#### **403 ASPHALTIC CONCRETE PAVEMENT with Balanced Mix Design**

**403.1 Description.** This work shall consist of providing a bituminous mixture to be placed in one or more courses on a prepared base or underlying course as shown on the plans or as directed by the engineer. The contractor shall be responsible for QC of the bituminous mixture, including the design, and control of the quality of the material incorporated into the project. The engineer will be responsible for QA, including testing, to assure the quality of the material incorporated into the project.

**403.1.1 Naming Convention.** The nomenclature of Superpave bituminous mixture names, such as SP125CLP, will be as follows. When only the aggregate size is shown, such as SP125, the specifications shall apply to all variations of that size, such as SP125B, SP125C, SP125CLP, etc. When "x" is indicated, such as SP125xLP, specifications shall apply to all variations of mixture designs. Stone Matrix Asphalt will be generally referred to as SMA and designated by SM or SMR.

Superpave Nomenclature	
SP	Superpave
048	4.75mm (No. 4) nominal aggregate size
095	9.5 mm (3/8 inch) nominal aggregate size
125	12.5 mm (1/2 inch) nominal aggregate size
190	19.0 mm (3/4 inch) nominal aggregate size
250	25.0 mm (1 inch) nominal aggregate size
x	Mixture design: B, C, E or F (as described below)
LP	Limestone porphyry (when designated)
SM	Stone Matrix Asphalt (when designated)
SMR	Stone Matrix Asphalt limestone/non-carbonate (when designated)

**403.1.2 Design Levels.** The following cumulative equivalent single axle loads (ESALs) shall be used for the specified mix design. The same size aggregate mix design at a higher design traffic may be substituted at the contractor's expense for the contract specified mixture design with the approval from the engineer. Substitutions shall be done uniformly and project mixing of various designs for the same work will not be permitted. For example, an SP125B mixture may be substituted for an SP125C mixture, or SP190C for SP190E, etc. Mixture design substitution will be limited to one design level higher than that specified in the contract.

Design Traffic (ESALs)	Design
< 300,000	F
300,000 to < 3,000,000	E
3,000,000 to < 30,000,000	C
≥ 30,000,000	B

**403.2 Material.** All material shall be in accordance with Division 1000, Material Details, and specifically as follows:

Item	Section
Aggregate	<a href="#">1002</a>
Asphalt Binder, Performance Graded (PG)*	<a href="#">1015</a>
Fiber Additive	<a href="#">1071</a>
Anti-Strip Additive	<a href="#">1071</a>

\*The grade of asphalt binder will be specified in the contract.

**403.2.1 Stone Matrix Asphalt.** In addition to other requirements, material for SMA mixtures shall meet the following. Coarse aggregate shall consist of crushed limestone and either porphyry or steel slag in accordance with the quality requirements of [Sec 1002](#), except as follows. The Los Angeles (LA) abrasion, when tested in accordance with AASHTO T 96, shall not exceed 40 percent based on initial ledge approval and source approval. The percent absorption, when tested in accordance with AASHTO T 85, shall not exceed 3.5 percent based on the individual fractions. The amount of flat and elongated particles, measured on material retained on a No. 4 sieve, of the blended aggregate shall not exceed 20 percent based on a 3:1 ratio or 5 percent based on a 5:1 ratio.

**403.2.2 Filler Restriction.** Rigden void content determined in accordance with MoDOT Test Method TM-73 shall be no greater than 50 percent.

**403.2.3 Fibers.** A fiber additive shall be used as a stabilizer in SMA Mixtures. Fibers shall be uniformly distributed by the end of the plant mixing process. The dosage rate for fibers shall be no less than 0.3 percent by weight of the total mixture for cellulose and no less than 0.4 percent by weight for mineral fibers.

**403.2.4 Reclaimed Asphalt.** A maximum of 30 percent virgin effective binder replacement may be used in mixtures without changing the grade of binder. The asphalt binder content of recycled asphalt materials shall be determined in accordance with AASHTO T 164, ASTM D 2172 or other approved method of solvent extraction. A correction factor for use during production may be determined for binder ignition by burning a sample in accordance with AASHTO T 308 and subtracting from the binder content determined by extraction. The aggregate specific gravity shall be determined by performing AASHTO T 209 in accordance with [Sec 403.19.3.1.2](#) and calculating the  $G_{se}$  to which a 0.98 correction factor will be applied to obtain the  $G_{sb}$  as follows:

$$G_{se} = \frac{100 - P_b}{\frac{100}{G_{mm}} - \frac{P_b}{G_b}} \quad \text{RAP } G_{sb} = \text{RAP } G_{se} \times 0.98$$

**403.2.5 Reclaimed Asphalt Pavement.** Reclaimed Asphalt Pavement (RAP) may be used in any mixture, except SMA mixtures. Mixtures may be used with more than 30 percent virgin

effective binder replacement provided testing according to AASHTO M 323 is included with the job mix formula that ensures the combined binder meets the grade specified in the contract. All RAP material, except as noted below, shall be tested in accordance with AASHTO T 327, *Method of Resistance of Coarse Aggregate Degradation by Abrasion in the Micro-Deval Apparatus*. Aggregate shall have the asphalt coating removed either by extraction or binder ignition during production. The material shall be tested in the Micro-Deval apparatus at a frequency of once per 1500 tons. The percent loss shall not exceed the Micro-Deval loss of the combined virgin material by more than five percent. Micro-Deval testing will be waived for RAP material obtained from MoDOT roadways. All RAP material shall be in accordance with [Sec 1002](#) for deleterious and other foreign material.

**403.2.6 Reclaimed Asphalt Shingles.** Reclaimed Asphalt Shingles (RAS) may be used in any mixture specified to use PG 64-22 in accordance with AASHTO PP 53 except as follows: When the ratio of virgin effective binder to total binder in the mixture is between 60 and 70 percent, the grade of the virgin binder shall be PG 52-28 or PG 58-28. Shingles shall be ground to 3/8-inch minus. Waste, manufacturer or new, shingles shall be essential free of deleterious materials. Post-consumer RAS shall not contain more than 1.5 percent wood by weight or more than 3.0 percent total deleterious by weight. Post-consumer RAS shall be certified to contain less than the maximum allowable amount of asbestos as defined by national or local standards. The gradation of the aggregate may be determined by solvent extraction of the binder or using the following as a standard gradation:

Shingle Aggregate Gradation	
Sieve Size	Percent Passing by Weight
3/8 in.	100
No. 4	95
No. 8	85
No. 16	70
No. 30	50
No. 50	45
No. 100	35
No. 200	25

#### **403.3 Composition of Mixtures.**

**403.3.1 Gradation.** Prior to mixing with asphalt binder, the combined aggregate gradation, including filler if needed, shall meet the following gradation for the type of mixture specified in the contract. A job mix formula may be approved which permits the combined aggregate gradation during mixture production to be outside the limits of the master range when the full tolerances specified in [Sec 403.5](#) are applied.

Percent Passing by Weight							
Sieve Size	SP250	SP190	SP125	SP095	SP048	SP125xSM(R)	SP095xSM(R)
1 1/2 in.	100	---	---	---	---	---	---
1 in.	90 - 100	100	---	---	---	---	---
3/4 in.	90 max.	90 - 100	100	---	---	100	---
1/2 in.	---	90 max.	90 - 100	100	---	90-100	100
3/8 in.	---	---	90 max.	90-100	100	50-80	70-95
No. 4	---	---	---	90 max.	90-100	20 - 35	30-50
No. 8	19 - 45	23 - 49	28 - 58	32-67	---	16 - 24	20-30
No. 16	---	---	---	---	30-60	---	21 max.
No. 30	---	---	---	---	---	---	18 max.
No. 50	---	---	---	---	---	---	15 max.
No. 100	---	---	---	---	---	---	---
No. 200	1 - 7	2 - 8	2 - 10	2-10	7-12	8.0-11.0	8.0-12.0

**403.3.2 Anti-Strip Agent.** An anti-strip will be allowed by the engineer to improve resistance to stripping. Anti-strip agents and application rates shall be from a list approved in accordance with [Sec 1071](#).

**403.3.3 Porphyry Mixtures.** For LP and SMA mixtures, at least 50 percent by volume of the aggregate shall be crushed porphyry retained on the following sieves: No. 30 for SP048, No. 16 for SP095 and No. 8 for SP125. Depending on the actual gradation of porphyry aggregate furnished, the amount of crushed porphyry required may vary, however at least 40 percent by weight of crushed porphyry will be required. Steel slag may be substituted for porphyry in LP and SM mixtures, except at least 45 percent by weight of crushed porphyry and/or slag will be required. The engineer may approve the use of other hard, durable aggregate in addition to porphyry and steel slag. When an SMR mixture is designated, the mixture shall contain aggregate blends with at least 30 percent non-carbonate material in accordance with [Sec 403.3.5](#).

**403.3.4 Minimum Stone Matrix Asphalt Binder.** The percent asphalt binder for SMA mixtures shall not be less than 6.0 percent unless otherwise allowed by the engineer.

**403.3.5 Surface Mixtures.** Design level B surface mixtures and SP048NC, except as described in [Sec 403.15.3](#), containing limestone coarse aggregate shall contain a minimum amount of non-carbonate aggregate. The LA abrasion values, AASHTO T 96, of the limestone will determine the type and amount of non-carbonate aggregate required as shown in the table below. The LA abrasion value will be determined from the most recent source approval sample. In lieu of the above requirements, the aggregate blend shall have an acid insoluble residue (AIR), MoDOT Test Method TM 76, meeting the plus No. 4 criteria of crushed non-carbonate material. Non-carbonate aggregate shall have an AIR of at least 85 percent insoluble residue.

Coarse Aggregate (+ No. 4)	Minimum Non-Carbonate by Volume
Limestone, LA $\leq$ 30	30% Plus No. 4
Limestone, LA > 30	20% Minus No. 4*
Dolomite	No Requirement

\*Use for all SP095 and SP048NC containing limestone.

**403.4 Job Mix Formula.** At least 30 days prior to placing any mixture on the project, the contractor shall submit a mix design for approval to Construction and Materials. The mixture shall be designed in accordance with AASHTO R 35 or R 46 and shall be tested in accordance with

AASHTO T 312 except as noted herein. A detailed description of the mix design process shall be included with the job mix formula (JMF). Representative samples of each ingredient for the mixture shall be submitted with the mix design.

**403.4.1 Proficiency Sample Program.** Laboratories that participate in and achieve a score of three or greater in the AASHTO proficiency sample program for T 11, T 27, T 84, T 85, T 166, T 176, T 209, T 304 (ASTM C 1252), T 308 and T 312 will have the mixture verification process waived. The mix design shall be submitted to Construction and Materials for approval at least seven days prior to mixture production.

**403.4.2 Required Information.** The mix design shall include raw data from the design process and contain the following information:

- (a) All possible sources intended for use, and grade and specific gravity of asphalt binder.
- (b) Source, type (formation, etc.), ledge number if applicable, gradation, and deleterious content of each aggregate fraction.
- (c) Bulk and apparent specific gravities and absorption of each aggregate fraction in accordance with AASHTO T 85 for coarse aggregate and AASHTO T 84 for fine aggregate including all raw data.
- (d) Specific gravity of hydrated lime, mineral filler or baghouse fines, if used, in accordance with AASHTO T 100.
- (e) Percentage of each aggregate component.
- (f) Combined gradation of the job mix.
- (g) Percent asphalt binder, by weight, based on the total mixture and percent asphalt binder contributed by reclaimed asphalt materials.
- (h) Bulk specific gravity ( $G_{mb}$ ) by AASHTO T 166 Method A of a laboratory compacted mixture compacted at  $N_{design}$  gyrations.
- (i) Percent air voids ( $V_a$ ) of the laboratory compacted specimen compacted to  $N_{design}$  gyrations.
- (j) Voids in the mineral aggregate (VMA) and volume of Effective Asphalt ( $V_{be}$ ) at  $N_{design}$  gyrations.
- (k) Theoretical maximum specific gravity ( $G_{mm}$ ) as determined by AASHTO T 209, in accordance with [Sec 403.19.3](#), after the sample has been short term aged in accordance with AASHTO R 30.
- (l) The tensile strength ratio as determined by AASHTO T 283 including all raw data.
- (m) The gyratory sample weight to produce a 115 mm minimum height specimen.
- (n) Mixing temperature and gyratory molding temperature.

- (o) Number of gyrations at  $N_{\text{design}}$ .
- (p) Dust proportion ratio ( $-200/P_{\text{be}}$ ).
- (q) Bulk specific gravity ( $G_{\text{sb}}$ ) of the combined aggregate.
- (r) Percent chert contained in each aggregate fraction.
- (s) Percent of  $G_{\text{mm}}$  at  $N_{\text{initial}}$  and  $N_{\text{maximum}}$ .
- (t) Voids in coarse aggregate (VCA) for both the mixture and dry-rodded condition for SMA mixtures.
- (u) Draindown for SMA mixtures.
- (v) Performance testing results for Cracking Tolerance Index ( $CT_{\text{Index}}$ ), Long-Term aged Cracking Tolerance Index ( $CT_{\text{Index, Long-Term Aged}}$ ), Hamburg Wheel Tracking Test (HWTT), and Rutting Tolerance Index ( $RT_{\text{Index}}$ ).
- (w) Baghouse fines added for design.
  - (i) Batch and continuous mix plants – Indicate which aggregate fraction to add baghouse percentage during production.
  - (ii) Drum mix plants – Provide cold feed settings with and without baghouse percentage.

**403.4.3 Approval.** No mixture will be accepted for use until the JMF for the project is approved by Construction and Materials.

**403.4.4 Mix Formula Modification.** The JMF approved for each mixture shall be in effect until modified in writing by the engineer. When unsatisfactory results occur or should a source of material be changed, a new JMF may be required.

**403.4.4.1 Asphalt Binder Source Change.** When an asphalt binder source change includes a binder grading that differs from the original grade on the JMF, new performance testing values ( $CT_{\text{Index}}$  and  $RT_{\text{Index}}$ ) shall be provided prior to use.

**403.4.4.2 Additive Source Change.** When rejuvenators, warm mix additives, anti-strip additive, or other additives sources change; new performance testing values ( $CT_{\text{Index}}$  and  $RT_{\text{Index}}$ ) shall be provided.

**403.4.5 Design Gyrations.** The minimum number (N) of gyrations required for gyratory compaction shall be as follows:

Design	$N_{\text{design}}^a$
F	35
E	50
C	60
B	65

<sup>a</sup> SMA mixtures shall have  $N_{\text{design}}$  equal to 100.

**403.4.6 Mixture Characteristics.** When compacted in accordance with AASHTO T 312, the mixture shall meet the following criteria.

**403.4.6.1 Air Voids ( $V_a$ ).** Design air voids for SuperPave mixtures at all traffic levels shall be between 3.0 and 5.0 percent. SMA mixtures shall have a design air void of 4.0 percent.

**403.4.6.2 Voids in the Mineral Aggregate (VMA).** SuperPave mixtures shall have a minimum volume of effective asphalt, equal to the VMA minus the air voids, as shown in the chart below, with design air voids between 3.0% to 5.0% for SuperPave and shall be 4.0% for SMA. The minimum VMA shall be equal to the minimum volume of effective binder ( $V_{be}$ ) plus design air voids.

Mixture	$V_{be}$ Minimum (percent)
SP250	9.0
SP190	10.0
SP125 (except for SMA)	11.0
SP095 (except for SMA)	12.0
SP048	13.0
SMA	13.0

**403.4.7 Dust to Binder Ratio.** For all mixtures except SMA and SP048, the ratio of minus No. 200 material to effective asphalt binder ( $P_{be}$ ) shall be between 0.8 and 1.6. For SP048, the ratio of minus No. 200 material to effective asphalt binder ( $P_{be}$ ) shall be between 0.9 and 2.0.

**403.4.8 Moisture Susceptibility.** For all mixtures except SMA, the mixture shall have a tensile strength ratio (TSR) greater than 85 percent (80 percent if an approved anti-strip agent is used) when compacted to 3.7 inches with  $7 \pm 0.5$  percent air voids and tested in accordance with AASHTO T 283. SMA mixtures shall have a TSR greater than 85 (80 percent if an approved anti-strip agent is used) percent when compacted to 3.7 inches with  $6 \pm 0.5$  percent air voids and tested in accordance with AASHTO T 283.

**403.4.8.1 Minimum Tensile Strength.** All mixtures shall have a minimum allowable conditioned tensile strength of 60 psi.

**403.4.8.2 Liquid Anti-Strip Dosage.** The liquid anti-strip dosage shall be in the range recommended by the manufacturer and provided on the JMF.

**403.4.9 Draindown.** AASHTO T 305, Draindown Test, shall be performed on all SMA mixtures prior to job mix approval. The mixture shall be stabilized in such a way that the draindown of the asphalt binder shall not exceed 0.3 percent by weight of mixture.

**403.4.10 Voids in Coarse Aggregate.** The percent  $VCA_{MIX}$  of SMA mixtures shall be less than or equal to the  $VCA_{DRC}$  as determined using AASHTO T 19. This may be calculated using the following equations:

$$VCA_{DRC} = 100 \times (G_{CA\gamma_w} - \gamma_s) / G_{CA\gamma_w}$$

$$VCA_{MIX} = 100 - (P_{bp} \times G_{mb} / G_{CA})$$

$$P_{bp} = P_s \times PA_{bp}$$

Where:  $G_{CA}$  = bulk specific gravity of the combined coarse aggregate (AASHTO T 85),  
 $\gamma_s$  = unit weight of coarse aggregate in the dry-rodded condition (DRC) (lb/ft<sup>3</sup>) (AASHTO T 19),  
 $\gamma_w$  = unit weight of water (62.34 lb/ft<sup>3</sup>) ,  
 $P_{bp}$  = percent aggregate by total mixture weight retained on No. 4 sieve and  
 $PA_{bp}$  = percent aggregate by total aggregate weight retained on No. 4 sieve\*.

\*Use No. 8 sieve for SP095xSM

**403.4.11 Mix Design Performance Testing.** Acceptable test results meeting the criteria for the following performance tests shall be submitted with the mix design for approval. Test specimens shall be compacted to an air void content of 7.0 +/- 0.5% or 6.0 ± 0.5% for SMA mixtures.

**403.4.11.1 Cracking Tolerance Index ( $CT_{Index}$ ) Testing.** The  $CT_{Index}$  testing shall be completed in accordance with ASTM D8225 and at a test temperature of 25 +/- 0.5 °C.

Mix Type	Minimum $CT_{Index}$	$CT_{Index, (Long-Term Aged)}$ *
Non-SMA	50	Informational Only
SMA	135	Informational Only

\*Long-Term Aged defined as loose mix aging for 20 hours at 115° C.

**403.4.11.2 Rutting Tolerance Index ( $RT_{Index}$ ) Testing.** The  $RT_{Index}$  testing shall be completed in accordance with ASTM D8360 and at a test temperature of 50 +/- 1°C.

PG Grade High Temperature*	Minimum $RT_{Index}$
58-28H / 64-22	50
64-22H / 70-22	65
64-22V / 76-22	80

\*Determined by the binder grade specified in the contract.

**403.4.11.3 Hamburg Wheel Track (HWT).** HWT testing will be completed in accordance with AASHTO T324 at test temperature of 50 +/- 1°C and 2.44 in specimen height.

PG Grade High Temperature *	Minimum Wheel Passes	Maximum Rut Depth (in.)
58-28H / 64-22	7,500	0.38
64-22H / 70-22	15,000	0.38
64-22V / 76-22	20,000	0.38

\*Determined by the binder grade specified in the contract.

#### 403.5 Mixture Production Specification Limits.

**403.5.1 Gradation and Deleterious Content Control.** The gradation of the aggregate shall be determined from samples taken from the hot bins on batch-type or continuous mixing plants or

from the composite cold feed belt on drum mix plants. The gradation may also be obtained by sampling the mixture and testing the residual aggregate. The deleterious content of the aggregate shall be determined from samples taken from the composite cold feed belt. The RAP shall be sampled from the RAP feeding system on the asphalt plant. Gradation and deleterious shall be taken when directed by the engineer.

**403.5.1.1 Stone Matrix Asphalt Tolerances.** In producing mixtures for the project, the plant shall be operated such that no intentional deviations from the job mix formula are made. The maximum deviation from the approved job mix formula shall be as follows for SMA mixtures:

Sieve	Max. Tolerance	
	SP095	SP125
3/4 in.	---	---
1/2 in.	---	±4
3/8 in.	±4	±4
No. 4	±3	±3
No. 8	±3	±3
No. 200	±2	±2

**403.5.1.2 Mixture Tolerance.** For all other SP mixtures, the percent passing the first sieve size smaller than the nominal maximum size shall not exceed 92.0 percent, a tolerance not to exceed 2.0 percent on the No. 8 sieve from the table in [Sec 403.3.1](#), and within the range listed in [Sec 403.3.1](#) for the No. 200 sieve. The deleterious content of the material retained on the No. 4 sieve shall not exceed the limits specified in [Sec 1002.2](#).

**403.5.2 Density.** The final, in-place density of the mixture shall be 92.5 to 98.0 percent of the theoretical maximum specific gravity for all mixtures except SMA. SMA mixtures shall have a minimum density of 94.0 percent of the theoretical maximum specific gravity. The theoretical maximum specific gravity shall be determined from a sample representing the material being tested. Tests shall be taken not later than the day following placement of the mixture. The engineer will randomly determine test locations.

**403.5.2.1 Shoulder Density.** Density on non-integral shoulders shall be in accordance with [Sec 403.15.3](#).

**403.5.2.2 Integral Shoulder.** When shoulders are placed integrally with the traveled way, tests shall be taken on the traveled way.

**403.5.2.3 Longitudinal Joint Density.** Density along longitudinal joints shall be in accordance with [Sec 403.16.1](#). Pay shall be in accordance with [Sec 403.23.4.1](#).

**403.5.3 Asphalt Content.** The asphalt content (AC) shall be within ± 0.3 percent of the approved mix design.

**403.5.4 Air Voids.** Air voids shall be within ± 1.0 percent of the approved mix design at  $N_{des}$  gyrations.

**403.5.5 Cracking Tolerance Index.** Minimum  $CT_{Index}$  shall be 50 for all mixtures except SMA. SMA mixtures shall have a minimum  $CT_{Index}$  of 135.

**403.5.6 Rutting Tolerance Index.** Minimum  $RT_{Index}$  shall be based upon the high temperature asphalt binder grade in the contract in accordance with the following:

PG Grade High Temperature*	Minimum $RT_{Index}^{(a)}$
58-28H / 64-22	50
64-22H / 70-22	65
64-22V / 76-22	80

\*Determined by the binder grade specified in the contract.

<sup>(a)</sup>Mixtures not meeting the minimum  $RT_{Index}$  shall be tested by the Hamburg Wheel Track Test and meet a minimum of 1/2" rutting at the number of wheel passes required by the contract grade of the mixture.

**403.5.7 Tensile Strength Ratio (TSR).** The TSR shall be greater than or equal to 75 percent as determined from loose mixture taken from the plant and tested in accordance with AASHTO T 283. The minimum allowable conditioned tensile strength of the mixture shall be 60 psi. The liquid anti-strip dosage during production shall match the dosage listed on the JMF.

**403.5.8 Fibers.** The fiber proportioning and delivery system for SMA mixtures shall have an accuracy of 10 percent by weight of the material actually being measured in any given period of time.

**403.5.9 Moisture Content.** The asphaltic concrete mixture, when sampled and tested in accordance with AASHTO T 329, shall not contain more than 0.5 percent moisture by weight of the mixture.

**403.5.10 Contamination.** The asphaltic concrete mixture shall not be contaminated with deleterious agents such as unburned fuel, objectionable fuel residue or any other material not inherent to the job mix formula.

**403.6 Field Laboratory.** The contractor shall provide a Type 3 field laboratory in accordance with [Sec 601](#). The contractor shall furnish the bituminous mixture equipment to perform all required test methods for QC and QA work. The gyratory compactor shall be evaluated in accordance with AASHTO PP 35. An approved list will be maintained by Construction and Materials. All other equipment shall be capable of performing tests in accordance with the approved test methods.

**403.7 Bituminous Mixing Plants.** Bituminous mixing plants and preparation of material and mixtures shall be in accordance with [Sec 404](#).

**403.8 Hauling Equipment.** Trucks used for hauling bituminous mixtures shall be in accordance with [Sec 404](#).

**403.9 Pavers.** Bituminous pavers shall be self-contained units, provided with an activated screed or strike-off assembly, heated if necessary, and capable of spreading and finishing asphaltic concrete in lane widths applicable to the specified typical sections and thicknesses shown on the plans.

**403.10 Construction Requirements.**

**403.10.1 Weather Limitations.** No mixture shall be placed on any wet or frozen surface. No mixture shall be placed when either the air temperature or the temperature of the surface on which the mixture is to be placed is below 40 F. Temperatures shall be obtained in accordance with MoDOT Test Method TM 20.

**403.10.2 Substitutions.** With approval from the engineer, the contractor may substitute a smaller nominal maximum size mixture for a larger sized mixture. Specifications governing the substitute mixture shall apply. Except for a single surface layer, the total pavement thickness shall be maintained when the substitute mixture layer is reduced as allowed in [Sec 403.13](#) by increasing the thickness of other layers or courses. The contract unit price for the original mixture shall be used.

**403.11 Field Adjustments of Job Mix Formulas.** When test results indicate the mixture produced does not meet the specification requirements, the contractor may field adjust the job mix formula as noted herein. Field adjustments may consist of changing the percent binder as listed on the original approved job mix by no more than 0.3 percent. Additional fractions of material or new material will not be permitted as field adjustments. The engineer shall be notified immediately when any change is made in the cold feed settings, the hot bin settings or the binder content. A new  $G_{sb}$  shall be calculated using the new aggregate percentages. The gradation of the adjusted mixture shall meet the requirements of the mixture type specified in the contract. When the binder content is adjusted more than 0.3 percent, the mixture will be considered out of specification, and a new mix design shall be established.

**403.11.1 Field Mix Redesign.** When a new mix design will be required, the contractor will be permitted to establish the new mix design in the field. The mixture shall be designed in accordance with AASHTO R 35 or AASHTO R 46 and shall meet the mix design requirements, including performance testing and TSR requirements. A representative sample of the mixture shall be submitted with the new mix design to the Central Laboratory for mixture verification. The amount of mixture submitted for verification shall weigh at least 50 pounds.

**403.11.1.1 Approval.** New mix designs established in the field shall be submitted for approval to Construction and Materials. Upon approval, Construction and Materials will assign a new mix number to the mixture.

**403.11.1.2 Resume Production.** No mixture shall be placed on the project until the new field mix design is approved.

**403.12 Application of Prime or Tack.** The prime coat, if specified, shall be applied in accordance with [Sec 408](#). A tack coat is required on all existing pavement and shoulder surfaces that will be overlaid with a bituminous mixture. A tack coat is also required between all lifts of bituminous pavements placed within the driving and turn lanes, unless otherwise specified in the contract. All construction requirements of a tacked surface shall be in accordance with [Sec 407](#), and specified herein. The tack coat shall be applied uniformly and shall completely cover the surface upon which the bituminous mixture is to be placed. Placement of a bituminous mixture shall not be placed upon a tacked surface that is not uniformly covered or surfaces that have experienced excessive loss of tack due to tracking. Re-application of tack due to excess tracking or non-uniform coverage shall be at the contractor's expense.

**403.13 Spreading and Finishing.** The base course, primed or tacked surface, or preceding course or layer shall be cleaned of all dirt, packed soil or any other foreign material prior to spreading the asphaltic mixture. If lumps are present or a crust of mixture has formed, the entire

load will be rejected. The thickness and width of each course shall conform to the typical section in the contract. The contractor may elect to construct each course in multiple layers. The minimum compacted thickness shall be 0.75 inches for SP048, 1.25 inches for SP095, 1.75 inches for SP125, 2 inches for SP190, and 3 inches for SP250.

**403.13.1 Paving Widths.** The following shall apply for roadways constructed under traffic. For pavements having a width of 16 to 24 feet, inclusive, the asphaltic concrete pavement shall be laid in lanes approximately one half the full width of the completed pavement, and the full width shall be completed as soon as practical. Unless otherwise permitted, a single lane of any course shall not be constructed to a length that cannot be completed to full width of the pavement the succeeding operating day. For pavements greater than 24 feet wide, single lane width construction shall be limited to one day's production and completion to full width shall be accomplished as soon as practical. Uneven pavement shall be left in place for no more than seven days, unless approved by the engineer. Removal of pavement to be in accordance with this specification shall be at the contractor's expense.

**403.13.2 Segregation.** No thermal or physical mix segregation will be permitted in handling the mixture at the plant, from the truck or during spreading operations on the roadbed.

Paver Mounted Thermal Profiling (PMTP) shall be conducted in accordance with Sec 406.

All layers shall be feathered out, by hand raking, if necessary, in transitioning the depth of the surface to meet present grades at bridges or ends of projects, to provide a uniform, smooth riding surface free of irregularities. Where only the top layer of the surfacing continues across a bridge, the bottom layers shall be feathered out.

Any visual/physical segregation shall be tested in accordance with MoDOT Test Method TM 75. Mixture production shall immediately cease if either criteria of MoDOT Test Method TM 75 fail. Segregated mixture shall be removed and replaced to the limits determined by the engineer.

**403.13.3 Release to Traffic.** If the asphaltic concrete construction consists of more than a single layer, each layer shall be compacted as specified and allowed to cool to the ambient temperature before the next layer is placed. The contractor shall keep traffic off the asphaltic concrete until the surface of the asphaltic concrete is 140 F or below and the asphaltic concrete has cooled sufficiently to prevent flushing of the asphalt binder to the surface, marking or distorting the surface or breaking down the edges.

**403.13.4 Draindown.** Evidence of asphalt binder separation or draindown at delivery will be cause for rejection.

**403.13.5 Shoulder Substitution.** When a [Sec 403](#) mixture is specified for traffic lanes, the same mixture may be used for the adjacent shoulder, subject to the density requirements in [Sec 403.5.2](#).

**403.14 Spot Wedging and Leveling Course.** The engineer will specify the locations and thickness of spot wedging and the thickness of leveling course to obtain the smoothest possible riding surface. This procedure may result in spot wedging operations over small areas with feather-edging at high points and ends of wedge areas. Rigid control of the placement thickness of the leveling course shall be required. Leveling course, consisting of a layer of asphaltic concrete of variable thickness used to superelevate curves and eliminate irregularities in the existing base, shall be spread uniformly to the specified profile grade and cross section. The mixture shall be uniformly spread and compacted, with only minor segregation as accepted by

the engineer. Type SP125 or finer mixtures, as applicable, shall be used for the spot wedging and for the leveling course. Mixtures used as spot wedging and leveling courses shall be accepted in accordance with [Sec 403.23.8.3](#).

**403.15 Compaction.** After the asphaltic mixture has been spread, struck off and surface irregularities adjusted, the asphaltic mixture shall be compacted thoroughly and uniformly by rolling to obtain the required compaction while the mixture is in a workable condition. Excessive rolling, to the extent of aggregate degradation, will not be permitted. Rollers shall not be used in the vibratory mode when the mixture temperature is below 225 F. When warm mix technology is used, as approved by the engineer, rollers shall not be used in the vibratory mode when the mixture temperature is below 200 F .

**403.15.1 Rolling.** Any displacement occurring as a result of starting, stopping or changing direction of a roller, or from other causes, shall be avoided. Excess liquid, to prevent adhesion of the mixture to the rollers, will not be permitted. Diesel fuel, fuel oil or other detrimental products shall not be used as wetting agents. Along forms, curbs, headers, walls, and other places not accessible to the roller, the mixture shall be thoroughly compacted with hot hand tampers, smoothing irons or with mechanical tampers.

**403.15.2 Defective Mixture.** Any mixture that becomes loose and broken, mixed with dirt or is in any way defective shall be removed and replaced with fresh, hot mixture, which shall be compacted to conform with the surrounding area. Any area showing an excess or deficiency of asphalt binder shall be removed and replaced.

**403.15.3 Non-Traffic Areas.** [Sec 403](#) mixtures used for surfacing medians and similar areas, shoulders adjacent to rigid or flexible pavement and shoulders adjacent to resurfaced pavement shall be compacted to the specified densities for the mixture. Once an established rolling pattern has been demonstrated to provide the required density for shoulders, at the engineer's discretion, the pattern may be used in lieu of density tests provided no changes in the material, typical location or temperatures are made. Regardless of the method, density will still be required and subject to testing as deemed necessary by the engineer. In lieu of roller and density requirements, temporary bypasses to be maintained at the expense of the contractor shall be thoroughly compacted. The rolling shall be performed at proper time intervals and shall be continued until there is no visible evidence of further consolidation.

**403.15.4 Density Measurement.** Measurements for determining the in-place density of the mixture shall be taken no later than the day following placement. Measurements not obtained within the prescribed time limits shall be subject to the requirements of [Sec 403.22](#).

**403.15.4.1 Density Cores.** If a core is taken, material from underlying layers that remain adhered to the core shall be removed in a manner that does not harm the integrity of the specimen. If the contractor elects to place a lift of mixture greater than six times the nominal maximum aggregate size, cores shall be cut in half and the density of each half determined separately.

**403.15.4.2 Nuclear/Alternative Methods.** In-place asphalt density may be obtained by nuclear or alternative methods in accordance with MoDOT TM-41. The nuclear/alternative calibration locations shall be conducted within a trial section in accordance with [Sec 405.4.8](#).

**403.15.5 Intelligent Compaction.** Intelligent Compaction requirements in accordance with Section 405 shall not apply unless required by job special provision. Intelligent compaction shall be conducted on the traveled way to monitor the optimum roller passes at a mean temperature

above 180 F in accordance with Sec 405. Passing Segments shall have a minimum of 85% coverage at or above the optimum number of passes. Segments with between 85% and 70% coverage will be called moderate segments. Any segment with less than 70% coverage at the optimum number of passes shall be a Deficient Segment. If 70% of the target IC-MV is not obtained, the segment shall be flagged accordingly in the Veta project file. All segments with a mean temperature of less than 180 F at the optimum pass shall be considered deficient.

**403.15.6 Surface Smoothness.** The finish of the pavement surface shall be substantially free from waves or irregularities and shall be true to the established crown and grade. The pavement surface shall be thoroughly tested for smoothness by profiling or straight edging in accordance with [Sec 610](#).

**403.16 Joints.** Transverse joints shall be formed by any method that will produce a dense, vertical section for use when laying is resumed. When a transverse vertical edge is to be left and opened to traffic, a temporary depth transition shall be built as approved by the engineer. The joint formed when the fresh mixture is placed shall be dense, well sealed, and the grade, line and surface texture of the succeeding surface shall conform to that of the joined surface. If directed by the engineer, the transverse joint shall be painted with a light coating of liquid asphalt. Hand manipulation of the mixture shall be minimized to avoid unsightly surface texture.

**403.16.1 Joint Composition.** Longitudinal joints shall be formed by the use of an edging plate fixed on both sides of the finishing machine. Care shall be taken to obtain a well bonded and sealed longitudinal joint by placing the hot mixture in a manner ensuring maximum compaction at this point. If directed by the engineer for properly sealing the longitudinal joint, a light coating of bituminous material shall be applied to the exposed edge before the joint is made. Each side of the joint shall be flush and along true lines.

**403.16.2 Joint Offset.** The longitudinal joint in any layer shall offset that in the layer immediately below by a minimum of 6 inches; except, the joints in the completed surfacing shall be at the lane lines of the traveled way or other required placement width outside the travel lane. The placement width shall be adjusted such that pavement marking shall not fall on a longitudinal joint.

#### **403.17 Quality Control.**

**403.17.1 Quality Control Operations.** The contractor shall maintain equipment and qualified personnel to perform all QC field inspection, sampling and testing as required by this specification. All contractor personnel included in the QC operation shall be qualified by the MoDOT Technician Certification Program. Under no circumstances will unqualified personnel be allowed to perform QC sampling or testing. Personnel will be disqualified if acceptable methods and procedures are not followed.

**403.17.1.1 Asphalt Test Results.** The contractor shall record all test results and furnish a copy, including all raw data, to the engineer no later than the beginning of the day following the test. The contractor shall maintain all test results in an organized format and shall be available to the QA inspector at all times. Scale readings and other measurements not directly recorded by electronic media shall be recorded in an organized format. Printouts from gyratory compactors and asphalt content devices shall be retained as part of the testing records.

**403.17.2 Bituminous Quality Control Plan.** Prior to approval of the trial mix design by the engineer, the contractor shall submit a QC Plan to Construction and Materials for approval. The QC Plan shall include:

- (a) The contractor representative in charge of QC and the project level representative if different from the contractor representative. Contact information should be recorded for these individuals.
- (b) Lot and subplot sizes and how they will be designated.
- (c) Performance testing, volumetrics, and asphalt content sampling, fabrication, and testing plan.
- (d) The test method for determining asphalt content and density determination. If cores are to be cut, the number of cores shall be specified.
- (e) Intelligent Compaction (if included in contract) and Paver Mounted Thermal Profiler base station and cellular reception plan.
- (f) A proposed independent third party name, contact, address, and phone number for dispute resolution.

**403.17.2.1 Third Party.** The third party shall be independent of the contractor, MoDOT consultants and all project subcontractors or suppliers on each specific project. All testing of material for dispute resolution shall be performed by an approved laboratory. Approved laboratories shall be AASHTO Accreditation Program certified in the areas of the material being tested.

**403.17.2.2 Plant Calibration.** Plant calibration shall be performed by the contractor in accordance with [Sec 404](#), and records shall be made available to the engineer.

**403.17.2.3 Retained Samples.** All samples taken by the contractor, including but not limited to tested aggregate, volumetric and density samples, shall be retained for the engineer until the contractor's and engineer's tests are complete and accepted unless otherwise instructed. This includes  $CT_{Index}$  and  $RT_{Index}$  results. These samples shall be maintained in clean covered containers, without contamination, readily accessible to the engineer. The retained sample's identification shall consist of, but is not limited to:

- (a) Time and date sampled.
- (b) Product specification number.
- (c) Type of sample, i.e. belt, bin, stockpile.
- (d) Lot and subplot designation.
- (e) Sampler/Tester.
- (f) Project Job Number.

**403.17.2.3.1 Retained Loose Mix Material.** All loose mix samples for determination of volumetrics, performance tests, asphalt binder content and TSR shall be taken from the plant at random as designated by the engineer. Loose mix material shall be taken, identified, and retained for the engineer.

**403.17.2.4 Performance Test Specimens and Loose Mix Sample.** All loose mix samples for determination of performance tests, volumetrics, asphalt binder content and TSR shall be taken at the plant at random intervals as designated by the engineer. All QC/QA loose mix samples shall be taken by the contractor. Non-TSR performance test specimens shall be fabricated by the contractor. The engineer shall be present when taking loose mix samples and fabricating specimens for QA testing. Companion samples shall be identified and retained for the engineer.

**403.17.3 Quality Control Laboratory.** All QC mixture testing shall be performed in an approved laboratory.

**403.17.3.1 Calibration Schedule.** The contractor shall calibrate or verify all significant test equipment associated with tests covered in this specification. Intervals as set by the contractor shall not exceed the following limits:

Equipment - Test Method (AASHTO)	Requirement	Interval (Month)
Performance Testing Load Frames – R 18	Calibrate	12
Hamburg Wheel Track Test - R 18	Calibrate	12
Gyratory Compactor - T 312	Calibrate – $1.16 \pm .02^\circ$ internal angle	12 <sup>a</sup>
Gyratory Compactor - T 312	Verify	1 <sup>c</sup>
Gyratory Molds - T 312	Check Critical Dimensions	12
Thermometers - T 209, T 166, T 312	Calibrate	12
Vacuum System - T 209	Check Pressure	12
Pycnometer (Flask) - T 209	Calibrate	Daily
Binder Ignition Oven - T 308	Verify	12 <sup>b</sup>
Nuclear Content Gauge – T 287 or MoDOT TM 54	Drift & Stability – Manuf. Recommendation	1
Mechanical Shakers - T 27	Check Sieving Thoroughness	12
Sieves	Check Physical Condition	6
Weighted Foot Assembly - T 176	Check Weight	12
Mechanical Shaker - T 176	Check Rate & Length of Throw	12
Liquid Limit Device - T 89	Check Wear & Critical Dimensions	12
Grooving Tool - T 89	Check Critical Dimensions	12
Ovens	Verify Temp. Settings	12
Balances	Verify	12 <sup>b</sup>
Timers	Check Accuracy	12

<sup>a</sup>Calibrate and/or verify after each move.

<sup>b</sup>Verify after each move.

<sup>c</sup>Includes ram pressure, LVDT, frequency of gyration, and external angle.

**403.17.3.1.1 Inventory.** An inventory of all major sampling, testing, calibration, and verification equipment, including the serial number or other identifying number shall be maintained.

**403.17.3.1.2 Calibration Records.** Calibration and verification records shall include but are not limited to:

- (a) Detailed results of the work performed (dimensions, mass, force, temperature, etc.)
- (b) Description of the equipment calibrated including identifying number.

- (c) Date the work was performed.
- (d) Identification of the individual performing the work.
- (e) Identification of the calibration or verification procedure used.
- (f) The previous calibration or verification date and next due date.
- (g) Identification of any in-house calibration or verification device used (including identification to establish traceability of items such as standard masses, proving rings, standard thermometers, balances, etc.).

**403.17.3.2 Record Retention.** Test records shall be maintained to permit verification of any test report. Records pertaining to testing, equipment calibration and verification, test reports, internal quality systems review, proficiency sample testing, test technician training and evaluation and personnel shall be retained in a secure location for a minimum of three years.

**403.17.3.3 Test Method Availability.** A current copy of all test methods and procedures shall be maintained in the QC laboratory at all times for reference by the technicians. Examples of report formats and procedures may be found in AASHTO R 18.

**403.18 Quality Assurance.** All QA field inspection, sampling and testing will be performed by a qualified MoDOT technician. The QA inspector shall have free access to any and all testing equipment used by the mixture producer and any workbooks, records or control charts maintained by the mixture producer for the QC process. The QA inspector shall also have sufficient access to the plant grounds to assure compliance with the approved QC Plan.

**403.18.1 Assurance Testing.** The engineer will independently test the specimens and/or mixture from the roadway or plant at the frequency listed in Sec 403.19.3. The independent samples shall be of sufficient size to retain half for possible disputes. Further testing of this sample will be under the direction of the engineer. The retained portion of the QC samples for mixture properties, gradation, and deleterious content will be tested as directed by the engineer. The engineer's test results, including all raw data, will be made available to the contractor when completed and no later than the next working day.

**403.18.2 Chain of Custody.** QA density cores shall be sealed in approved tamper-evident containers immediately after extraction in the presence of the engineer. At the plant, the contractor shall provide loose mix material and test specimens at the frequency listed in Sec 403.19.3 for all QA testing at the provided random tonnage in the presence of the engineer.

**403.18.3 Federal Highway Administration Requirements.** Performance and acceptance of QC/QA testing under these specifications shall not eliminate any FHWA requirements for acceptance of the material.

**403.19 Acceptance of Material.** Acceptance of bituminous mixture will be based on lots. With the exception of density, asphalt material will be sampled at the asphalt plant in lots or sublots on a random basis through the use of a random number system and evaluated using a Quality Level Analysis (QLA). A QLA will determine payment based on a combination of the total PWL (PWL<sub>t</sub>) determined for each pay factor item for each lot of material produced.

**403.19.1 Random Numbers.** The engineer will generate random numbers. Random numbers will be based upon tonnage.

**403.19.2** A lot shall consist of a maximum of 6,000 tons. The maximum subplot size shall be 1500 tons and each lot shall contain no less than 4 sublots. Sublots from incomplete lots shall be combined with the previous complete lot for determination of pay factors. When no previous lot exists, the mixture shall be treated in accordance with Sec 403.23.8.1. A new lot shall begin when the asphalt content of a mixture is adjusted in accordance with Sec 403.11 or if there is an asphalt binder grade change or an additive source change.

**403.19.3 Test and Pay Factor Items.** As a minimum, the contractor and engineer shall test in accordance with the following table. The number of random tests per subplot may be increased per the contractor's QC plan. The QC plan shall state the test and testing frequency. All random tests shall be used in the pay factor determination. Where multiple test methods are allowed, the contractor shall designate the test method to be used in the QC Plan. Final payment will be based on the indicated pay factor items.

Tested Property	Test Method	Contractor Frequency	Engineer Frequency
<b>Pay Factors</b>			
Mat Density (% of theoretical maximum density) <sup>(a)</sup>	MoDOT TM 41, AASHTO T 166 or AASHTO T 331	1 Sample / Sublot	1 Sample / Lot
Asphalt content	AASHTO T 164, or MoDOT Test Method TM-54, or AASHTO T 287, or AASHTO T 308	1 / Sublot	1 / Lot
V <sub>a</sub> , N <sub>des</sub>	AASHTO T 312 and R 35	1 / Sublot	1 / Lot
CT <sub>Index</sub>	ASTM D 8225	1 / 3000 tons	1 / 12,000 tons
<b>Pay Factor Adjustments</b>			
Unconfined Longitudinal Joint Density <sup>(a)</sup>	MoDOT TM 41, AASHTO T 166 or AASHTO T 331	1 Sample / Sublot	1 Sample / Lot
Intelligent Compaction	Sec 405	Continuous	10% of travelway of one roller
RT <sub>Index</sub>	ASTM D 8360	1 / 3000 tons	1 / 12000 tons
Tensile Strength and TSR	AASHTO T 283	1 / 12000 tons (maximum)	1 / Project
<b>Temperatures</b>			
Mix Temperature at Plant	----	1 / Sublot	1 / Day
Temperature of Base and Air	----	As Needed	As Needed

(a) Core samples shall consist of one core. Up to two additional cores, as stated in the QC Plan, may be obtained at the same offset within one foot of the randomly selected location. If more than one core is obtained, all cores shall be combined into one sample.

#### 403.19.3.1 Test Method Modification.

**403.19.3.1.1 Binder Ignition Modification.** Asphalt content determination in accordance with AASHTO T 308, Section 6.9.1 shall be modified by adding the following: If the calibration factor

exceeds 1.0 percent, lower the test temperature to  $800 \pm 8$  F and repeat test. Use the calibration factor obtained at 800 F even if it exceeds 1.0 percent. If RAP is used, the binder ignition oven shall be calibrated in accordance with MoDOT Test Method TM 77. At the engineer's discretion, testing may be waived when production does not exceed 200 tons per day. The contractor shall certify the proper proportions of a previously proven mixture were used.

**403.19.3.1.2 Rice Test.** When the water absorption of any aggregate fraction is greater than 2.0 percent, the test method for determining theoretical maximum specific gravity, AASHTO T 209, shall be modified as follows: After completing the procedure in accordance with Section 9.5.1 or 9.5.2, drain water from the sample. To prevent loss of fine particles, decant the water through a paper towel held over the top of the container. Spread the sample before an electric fan to remove surface moisture. Weigh at 15-minute intervals, and when the loss in mass is less than 0.05 percent for this interval, the sample may be considered to be surface dry. This procedure requires about 2 hours and shall be accompanied by intermittent stirring of the sample. Break conglomerations of mixture by hand. Take care to prevent loss of particles of mixture. Calculate the specific gravity of the sample by substituting the final surface-dry mass for A in denominator of Equations 2 or 3.

**403.19.3.1.3 Mixture Bulk Specific Gravity.** Determining bulk specific gravity using paraffin-coated specimens, AASHTO T 275, shall not be used when required by AASHTO T 166. Alternate methods are AASHTO T 331 and ASTM D1188. The surface of specimens prepared for testing by these methods may have the surface texture removed by sawing a minimal amount. Specimens shall be securely held in a jig or other clamping device to eliminate distortion and retain a face parallel to the original surface. Measurements for lift thickness shall be made prior to sawing.

**403.19.3.1.4 QC and QA Mix Sampling and Preparation.** All loose mix shall be sampled at the plant by the contractor during production in accordance with AASHTO R 97 and split to the appropriate size in accordance with AASHTO R 47. After QC has been notified of the random sample, the first truck shall be sampled as directed by the engineer. If the random number for multiple tests overlap, the contractor shall complete the first testing requirements and then immediately proceed with the second testing requirements. The contractor shall wait 30 minutes after sampling loose mix before fabricating specimens for  $CT_{Index}$  and  $RT_{Index}$  testing. Loose mix temperatures shall not drop below the molding temperature. The 30 minutes shall start when all the material for the loose mix sample has been obtained and the time this occurs shall be recorded. All specimens shall be fabricated as soon as possible after the 30 minute delay. QC and QA samples shall be taken and fabricated by the contractor at separate random times.

The following table details the minimum number of specimens required for QC or QA testing:

Test Method	Minimum Number of Specimens	Molded Specimen Height (mm)
<b>Required Fabrication for CT<sub>Index</sub> and RT<sub>Index</sub></b> <b>QC Frequency: 1 Set per 3000 tons</b> <b>QA Frequency 1 Set per 12000 tons</b>		
Cracking Tolerance Index (CT <sub>Index</sub> )	5 Compacted Specimens	62 (+/- 1mm) <sup>(b)</sup>
Rutting Tolerance Index (RT <sub>Index</sub> )	3 Compacted Specimens	62 (+/- 1mm) <sup>(b)</sup>
Retained Loose Mix <sup>(a)</sup> (QA sample only)	125 lbs	N/A
<b>Required Fabrication for Volumetrics and % Asphalt Content</b> <b>QC Frequency: 1 Set per subplot</b> <b>QA Frequency 1 Set per Lot</b>		
% Asphalt Content	1 Sample	N/A
Theo. Max SG of mixture, Gmm	1 Sample	N/A
% Air Voids	2 Compacted Specimens	N <sub>Design</sub>
Retained Loose Mix <sup>(c)</sup>	30 lbs	N/A
<b>Required Sampling for TSR</b> <b>QC Frequency: 1 Sample per 12,000 tons</b> <b>QA Frequency: 1 Sample per Project</b>		
Tensile Strength Ratio (TSR)	250 lbs	N/A

- (a) Retained loose mix for Hamburg verification of mixture not meeting minimum RT<sub>Index</sub> thresholds  
(b) 95 mm specimen height for SP250 mixes  
(c) Retain at least 30 pounds of loose mix material for dispute resolution.

The CT<sub>Index</sub> test shall be based upon five compacted specimens tested, discard the single highest and lowest values, and average the three remaining values.

The RT<sub>Index</sub> test shall be based upon the average of three compacted specimens.

Volumetric testing shall be based upon the average of two compacted specimens.

**403.19.3.1.5 Molding Performance Samples.** The specimens shall be compacted to an air void content of 7.0 +/- 0.5% or 6.0 ± 0.5% for SMA mixtures. The compacted test specimens shall be allowed to cool to 77 +/- 5° F prior to determining the air void content.

**403.19.3.1.6 Records.** Compaction temperature, times in and out of the oven, gyratory specimen weights and times, and sample identification shall be recorded.

**403.20 Miscellaneous Applications.**

**403.20.1 Small Quantities.** Small quantities are less than 6000 tons for the pay item quantities of each separate mixture and the following shall apply:

(a) A field laboratory will not be required for monitoring mixtures. All required QC and QA testing shall be performed in an approved laboratory.

(b) No Performance Testing is required and acceptance shall be in accordance with Sec 403.23.8.1. Density, % AC, and % Air Voids shall be performed at a frequency of no less than one per day if production does not exceed 1000 tons and at a frequency of no less than two per day if production exceeds 1000 tons. Independent or retained sample QA tests shall be performed at least once per project, as indicated.

**403.20.2 Base Widening and Entrances.** For base widening mixture and entrance work, the following will apply:

(a) All base widening shall be constructed in accordance with [Sec 401.7](#) and subsections.

(b) The minimum density of these mixtures shall be attained as specified herein, except, compaction may be performed in accordance with [Sec 403.15.3](#).

**403.20.3 Dispute Resolution.** When there are significant discrepancies between the engineer's and the contractor's test results, dispute resolution procedures will be used.

**403.20.3.1 Cease Work.** The contractor's operations may be required to cease until the dispute is resolved if the test results indicate the mixture is subject to failure.

**403.20.3.2 Third Party Resolution.** The first step in dispute resolution will be to identify differences in procedures and correcting inappropriate procedures before moving to third party resolution. If that does not resolve the dispute, either the contractor or the engineer may request the approved QC Plan third party involvement. The recommendations of the approved third party shall be binding on both the engineer and contractor.

**403.20.3.3 Third Party Payment.** The contractor shall be responsible for the cost associated with the third party testing and resolution if the final result indicates the engineer's test results were correct. Likewise the Commission will be responsible for the cost associated with the third party testing and resolution when the final result indicates the contractor's results were correct.

**403.20.3.4 Other Adjustments.** The contractor shall not be entitled to any additional payment for costs incurred due to use of the dispute resolution procedures such as, but not limited to, those for delay, cessation of operations, costs to subcontractors, etc. The engineer may give consideration to adjustment of working days if warranted.

**403.20.3.5 Dispute with CT<sub>Index</sub> and RT<sub>Index</sub> Results.** If QA and QC results for CT<sub>Index</sub> or RT<sub>Index</sub> do not compare favorably, the first step will be to identify differences in procedures, including specimen aging. If that does not resolve the dispute, the QA CT<sub>Index</sub> result shall be averaged with the QC CT<sub>Index</sub> result to determine pay. If RT<sub>Index</sub> results are in dispute, QC shall fabricate specimens for Hamburg testing in the presence of the Engineer using the retained loose mix material. Retained loose mix material from the QC sample shall be used to fabricate specimens unless otherwise directed by the Engineer. Specimens shall be sent to the Engineer for Hamburg testing to determine specification compliance.

#### **403.21 General Requirements.**

**403.21.1 Sequence of Operations.** To reduce inconvenience to the traveling public during widening or surfacing, the contractor will not be permitted to place any final surface course until the base widening, the leveling course and the binder course have been completed throughout the entire combination of sections, unless otherwise authorized by the engineer. The proper condition of the base widening, the leveling course, and the binder course, at the time of placing the surface course, shall be the contractor's responsibility.

**403.21.2 Pavement Marking.** If the contractor's work has obliterated the existing pavement marking on resurfacing projects open to through traffic, the pavement marking shall be replaced in accordance with [Sec 620](#).

**403.21.3 Surfaced Approaches.** At locations designated in the contract or as specified by the engineer, approaches shall be primed in accordance with [Sec 408](#) and surfaced with Type SP125 asphaltic concrete. The asphaltic concrete surface shall be placed in accordance with the details shown on the plans or as specified by the engineer. Approaches shall not be surfaced until after the surface course adjacent to the entrance is completed. Any work required to condition and prepare the subgrade on the approaches will be at the contractor's expense.

**403.21.4 Filling Drain Basins.** If shown on the plans, existing drain basins shall be filled to the top of the lip with plant mix bituminous base course or asphaltic concrete from the pavement edge to the edge of the shoulder. Any difficulty or delay created by this requirement will be at the contractor's expense.

**403.21.5 Pavement Repairs (Blow-Ups).** A blow-up will be considered that area where excessive expansion has resulted in distress to the existing pavement. Blow-ups occurring prior to the application of the tack coat on the existing surface will normally be repaired by the Commission. Blow-ups occurring after the application of the tack coat shall be repaired by the contractor by removing the distressed concrete and replacing the pavement in accordance with [Sec 613](#).

#### **403.22 Method of Measurement.**

**403.22.1 Weight Determination.** The weight of the mixture will be determined from the batch weights if a batch-type plant is used, and will be determined by weighing each truck load on scales in accordance with [Sec 310](#) if other types of plants are used. Measurement will be made to the nearest 0.1 ton for the total tonnage of material accepted.

#### **403.22.2 Full Depth.**

**403.22.2.1** The final driving surface area, for the full depth of the pavement, will be used as the area for all underlying bituminous lifts and will not include the additional quantity needed to construct the 1:1 slope.

**403.22.2.2** Final measurement of the completed pavement will not be made except for authorized changes during construction, or where appreciable errors are found in the contract quantity. Where required, measurement of the pavement complete in place will be made to the nearest 0.1 square yard. The revision or correction will be computed and added to or deducted from the contract quantity.

### **403.22.3 Alternate Overlay.**

**403.22.3.1 Field Established Quantity.** When bid as an alternate to a Portland cement concrete overlay, the contractor shall establish the existing roadway profile and set the final overlay profile. The engineer may adjust the final profile as needed. The tons of hot mix asphalt required will be determined by the engineer from the set or adjusted profile. This quantity will be the field established plan quantity.

**403.22.3.2 Overlay Measurement.** Final measurement of the completed pavement will be based on the field established plan quantity except for authorized changes during construction. The revision or correction will be computed and added to or deducted from the contract quantity. Measurement of the pavement complete in place will be made to the nearest 0.1 ton.

**403.22.4 Pavement Testing.** The finished courses shall have the nominal thickness shown on the plans. Tests will be conducted to ensure that each course is being constructed to proper thickness, composition, and density. The contractor shall cut samples from any layer of the compacted mixture at locations designated by the engineer. QA samples shall be cut and delivered to the engineer no later than the end of the next day following the laydown operation. If the samples are not cut and delivered as stated, the asphaltic laydown operation may be suspended and a deduction of 5 percent per day of the contract unit price of the representative material may be applied, until samples are cut and delivered to the engineer. Samples may be obtained by either sawing or drilling 4-inch minimum diameter cores. Each sawed sample shall consist of a single piece of the pavement of the size designated by the engineer, but no larger than 12 inches square.

**403.22.4.1 Pavement Thickness.** Lift thickness may be determined by the average thickness of cores taken for density measurements for each lot. Total thickness samples for new full depth asphalt pavements shall be obtained after all bituminous construction is completed on the project and shall be taken at locations specified by the engineer. For the purpose of determining the constructed thickness of full depth pavement, cores shall be taken at random intervals in each traffic lane at the rate of one core per 1000 feet or increment thereof, or at any other locations as may be determined by the engineer and measured in accordance with AASHTO T 148. Sections of any asphaltic concrete determined to be 0.5 inches or more, less than the thickness shown on the plans, shall be corrected by the contractor. No payment will be made for any costs incurred by the contractor in correcting pavement deficient in thickness. Each core is representative of the pavement thickness for a distance extending one-half the distance to the next core, measured along centerline, or in the case of a beginning or ending core, the distance will extend to the end of the pavement.

**403.22.4.2 Surface Restoration.** The surface from which samples have been taken, including those for density measurements, shall be restored by the contractor with the mixture then being produced no later than the next day of plant operation, if construction is still active. If bituminous construction has been completed, the surface from which samples have been taken shall be restored within 48 hours with an approved commercial mixture or with cold patch mixtures acceptable to the engineer.

### **403.23 Basis of Payment.**

**403.23.1 Percent Within Limits.** PWL will be based on the mean, standard deviation and quality index of each lot's test results. The upper PWL (PWL<sub>u</sub>) and lower PWL (PWL<sub>l</sub>) is determined from the table in [Sec 502.15.8](#). For Upper or Lower Quality Index values less than zero, the value

in the Table shall be subtracted from 100. Total percent within limits,  $PWL_t$ , is:  $PWL_t = (PWL_u + PWL_l) - 100$ . For Density of SMA mixes the  $PWL_u$  shall be 100.

The mean is:  $\bar{x}_a = (\sum x_i)/n$

Where:  $\bar{x}_a$  = Average of the individual values being considered

$\sum x_i$  = The summation of all the individual values being considered

$n$  = The number of individual values under consideration

The Standard Deviation is:  $s = (\sum (x_i - \bar{x}_a)^2 / (n - 1))^{1/2}$

The Upper Quality Index is:  $Q_u = (USL - \bar{x}_a)/s$

The Lower Quality Index is:  $Q_l = (\bar{x}_a - LSL)/s$

Where:  $Q_u$  = Upper Quality Index

$Q_l$  = Lower Quality Index

USL = Pay Factor Item Upper Spec Limit

LSL = Pay Factor Item Lower Spec Limit

**403.23.1.1 Quality Level Analysis.** The engineer will make the QLA no more than 24 hours after receipt of the contractor's test results, by determining the  $PWL_t$  for each designated pay factor item.

**403.23.1.1.1 Acceptance.** The contractor's test results will be used when applicable to determine the  $PWL$ , provided the contractor's QC tests and the engineer's QA tests compare favorably, and provided the engineer's inspection and monitoring activities indicate the contractor is following the approved QC Plan.

**403.23.1.1.2 Comparison.** Favorable comparison will be obtained when the engineer's QA test results on a production sample are within two standard deviations or the comparison limit, whichever is greater, of the mean of the contractor's test results for that particular lot. Comparison limits for QC average results are as follows: air voids within  $\pm 0.5$  percent, asphalt content within  $\pm 0.2$  percent, and density within  $\pm 1.3\%$ . QA  $CT_{Index}$  results shall be within  $\pm 30$  of the QC testing that falls nearest result for SuperPave and  $\pm 60$  for SMA. For the  $CT_{Index}$  test, if all QC and QA are greater than 80 for SuperPave mixes and greater than 190 for SMA mixes, then results are considered comparable. QA  $RT_{Index}$  results shall be within  $\pm 15$  percent of the QC testing that falls nearest. Further comparisons may be made by using F & t testing at a significance level of 1 percent as directed by the engineer.

**403.23.1.1.3 Outliers.** No test result shall be discarded, except individual test results on a lot basis may be checked for an outlier in accordance with the statistic T in ASTM E 178, at a significance level of 5 percent. If an outlier is found, material from the retained QA sample may be tested, in the presence of the engineer, to determine a replacement test value. The replacement test value shall be used in the  $PWL$  determination.

**403.23.1.1.4 Roadway/Shoulder Lots.** For the purpose of QLA, mixture placed on the traveled way and placed on the traveled way and shoulders integrally, shall be accounted for in a regular lot/sublot routine. Mixture placed on shoulders only shall be accounted for in a shoulder lot/sublot routine.

**403.23.1.1.5 Random Sampling.** For the purpose of QLA, all mixture produced at the plant and placed on the roadway shall be subject to random testing. Mainline density measurements at the

roadway shall not be taken within 6 inches of an unconfined longitudinal joint. Random samples taken in the same day may be separated by 200 tons.

**403.23.2 Pay Factors.** The total pay factor ( $PF_T$ ) for each lot will be equal to the weighted sum of the pay factors (PF) for each pay factor item for each lot, and is determined as follows:

$$PF_T = + (0.5) PF_{\text{Density}} + (0.25) PF_{Va} + (0.25) PF_{AC}$$

The  $PF_T$  for each lot, on the shoulder or otherwise when the density pay factor is not directly included, will be equal to the weighted sum of the PF for each pay factor item for each lot, and will be determined as follows:

$$PF_T = (0.5) PF_{Va} + (0.5) PF_{AC}$$

The PF for each pay factor item for each lot will be based on the  $PWL_t$  of each pay factor item of each lot and will be determined as follows:

When  $PWL_t$  is greater than or equal to 90:  $PF = 0.3 PWL_t + 73$ ;

When  $PWL_t$  is greater than or equal to 70 and  $PWL_t$  is less than 90:  $PF = 0.5 PWL_t + 55$ ;

When  $PWL_t$  is less than 70:  $PF = 2 PWL_t - 50$ ;

**403.23.2.1 Density Pay Factor.** The theoretical maximum specific gravity of the mixture, as determined for each subplot and the bulk specific gravity of no less than one core from each subplot, will be used to perform the QLA for the percent of theoretical maximum density. Thick cores required to be cut in half in accordance with [Sec 403.15.4](#) shall effectively double the number of sublots for cores. When density is not used as a pay factor, additional adjustment of the contract unit price will be based on the table in [Sec 403.23.8.1](#).

**403.23.2.2 Asphalt Content Pay Factor.** The QLA will be performed using the asphalt content test results from each lot.

**403.23.2.3 Air Voids Pay Factor.** Two gyratory specimens shall be compacted for each subplot and the average of the two specimens will be used to calculate the volumetrics of the subplot. The air voids shall be determined from the gyratory compacted specimens. The air voids for the QLA shall be those calculated using the average bulk specific gravity of the gyratory compacted specimens and the theoretical maximum specific gravity of the mixture determined for the subplot of material.

**403.23.2.4  $CT_{\text{Index}}$  and TSR Pay Factor.** The contract unit price for each 3,000 tons or fraction thereof for all mixtures shall be adjusted based on the average  $CT_{\text{Index}}$  results for the tonnage according to the following table provided that acceptable  $RT_{\text{Index}}$  or Hamburg and TSR results are obtained. The lower adjusted contract unit price from the  $CT_{\text{Index}}$  and TSR results shall apply.

SuperPave Mixtures		
Cracking Tolerance Index (CT <sub>Index</sub> )	Tensile Strength Ratio (TSR) <sup>(a)</sup>	Percent of Contract Price
40 – 49	70 – 74 %	97%
50 – 99	75 – 84 %	100%
100 or Greater	85 % or Greater	103%
SMA Mixtures		
Cracking Tolerance Index (CT <sub>Index</sub> )	Tensile Strength Ratio (TSR) <sup>(a)</sup>	Percent of Contract Price
80 – 134	70 – 74 %	97%
135 – 239	75 – 84 %	100%
240 or Greater	85 % or Greater	103%

(a) If an approved liquid anti-strip is used, the TSR limit to receive full incentive is 80 %.

The QLA shall be performed using each Density, % Air Void, and % Asphalt Content result within the lot.

**403.23.3 Removal of Material.** All lots of material with a PF<sub>T</sub> less than 50.0 shall be removed and replaced with acceptable material by the contractor.

Any subplot of material with a percent of theoretical maximum density of less than 90.5 percent or greater than 98.5 percent shall be removed and replaced with acceptable material by the contractor. For SMA mixtures, any subplot of material with a percent of theoretical maximum density of less than 92.0 percent shall be removed and replaced with acceptable material by the contractor.

Any material with a CT<sub>Index</sub> less than 40 shall be considered unacceptable material. For SMA mixtures, any material with a CT<sub>Index</sub> less than 80 shall be considered unacceptable material.

Any subplot of material with air voids in the compacted specimens less than 1.5 percent or tonnage of material not meeting the minimum RT<sub>Index</sub> shall be evaluated with Hamburg testing and removed and replaced with acceptable material by the contractor if the rut depth is greater than 1/2-inch at the designated number of wheel passes.

Any material with TSR results below 70% or minimum conditioned tensile strength below 60 psi are considered unacceptable and will be subject to removal, production shall cease, the mixture reverified, and other payfactors incentives shall not be applied.

No additional payment will be made for such removal and replacement. The replaced material will be tested at the frequencies listed in [Sec 403.19](#). Pay for the material will be determined in accordance with the applicable portions of [Sec 403.23](#) based on the replacement material.

**403.23.4 Pay Factor Adjustments.** If any payment reductions are necessary, the lower adjusted contract unit price of the total payfactor (PF<sub>T</sub>) and unconfined longitudinal joint density adjustment will apply. Intelligent Compaction (IC) adjustment (if required by contract) may affect PF<sub>Density</sub>. Pay factor adjustments are as follows:

**403.23.4.1 Unconfined Longitudinal Joint Density Adjustment.** The minimum density of all traveled way pavement within 6 inches of a longitudinal joint, including the pavement on the traveled way side of the shoulder joint, shall not be less than 90.5 percent of the theoretical maximum specific gravity for SuperPave mixtures and above 92.0 percent of the theoretical maximum specific gravity for SMA mixtures. The density of the longitudinal joint when confined will be included in the evaluation of the remainder of the mat. Pay adjustments will be in accordance with the following table and will be applied to the corresponding tonnage represented by the core(s).

Pay adjustments due to longitudinal joint density will apply to the full width of the lane paved. The average of joint cores from each subplot will determine specification compliance. If payment reductions are necessary, the lowest  $PF_{Total}$  shall apply. Adjustments due to joint density will apply to the subplot from which the cores are obtained.

<b>Longitudinal Joint Density</b>	
Field Density (Percent of Laboratory Max. Theoretical Specific Gravity)	Percent of Contract Unit Price
<b>SuperPave Mixtures</b>	
$\geq 90.5$	$PF_{Total}$ not changed by longitudinal joint density
89.5 – 90.4	Maximum $PF_{Total} = 100\%$ ; Correction Required <sup>(a)</sup>
$< 89.5$	Remove and Replace
<b>SMA Mixtures</b>	
$\geq 92.0$	$PF_{Total}$ not changed by longitudinal joint density
90.0 – 91.9	Maximum $PF_{Total} = 100\%$ ; Correction Required <sup>(a)</sup>
$< 90.0$	Remove and Replace

(a) Correction requires spraying rapid penetrating emulsion on deficient density areas in accordance with JSP2303. All costs associated with correction shall be at the contractor's expense with no additional payment.

**403.23.4.2 Intelligent Compaction Adjustment.** When Intelligent Compaction is included as a pay item in the contract, sublots shall have a minimum of 85 % roller coverage and a mean temperature above 180 °F at the optimum number of roller passes of the traveled way. Pay adjustments will be in accordance with the following table and will be applied to the corresponding subplot that falls within the corresponding IC segment:

<b>Intelligent Compaction</b>	
Percent Roller Coverage at Optimum Pass Count	Percent of Contract Unit Price
$\geq 85 \%$	Payment adjustment due to intelligent compaction does not apply
$< 85$	Verify core density in accordance with Sec 405

If roller coverage is less than 85%, the lower adjusted contract unit price of the PWL or unconfined joint density adjustment will apply. Adjustments due to roller coverage will apply to the corresponding sublots. The roller coverage per subplot shall be the average roller coverage for the days the subplot was paved weighted by the tons paved per day.

Any subplot with roller coverage less than 70 percent shall be subject to the core density verification as directed by the engineer. Pay adjustments shall be in accordance with Sec 405.

**403.23.4.3 Smoothness Adjustment.** The contract unit price for all mixes, except wedge or level course, will be adjusted in accordance with [Sec 610.5](#). The contract unit prices for asphaltic concrete pavement will be considered full compensation for all materials entering into the construction of the pavement and for the cost of the smoothness testing and correction.

**403.23.4.4 Paver Mounted Thermal Profiler.** The contract unit price for all mixes, except wedge or level course, will be adjusted in accordance with Sec 406. The contract unit prices for asphaltic concrete pavement will be considered full compensation for all materials entering into the construction of the pavement and for the cost of the PMTP testing and correction.

**403.23.4.5 Intelligent Compaction.** If Intelligent compaction is not included as a pay item in the contract, then all specification requirements and pay adjustments pertaining to Intelligent Compaction will not apply. If pay items for Intelligent Compaction are included in the contract, then all specification requirements and pay adjustments pertaining to Intelligent Compaction shall apply.

**403.23.5 Aggregate Variation.** Due to possible variations in the specific gravity of the aggregates, the tonnage of mixture used may vary from the proposal quantities. No adjustment in contract unit price will be made because of such variation.

**403.23.6 Compacted Samples.** Payment for obtaining and delivering samples of compacted mixture from the pavement and replacing the surface will be made per sample at the fixed price specified in [Sec 109](#). No direct payment will be made for samples taken for QC and QA testing.

**403.23.7 Payment for Pavement Repairs (Blow-ups).** Payment for repairing blow-ups will be made in accordance with [Sec 104](#).

**403.23.8 Miscellaneous Applications.**

**403.23.8.1 Small Quantities.** Small quantities are defined in [Sec 403.20.1](#). Unless the contractor has elected to use the normal evaluation in the Bituminous QC Plan for small quantities, the following shall apply for each separate mixture qualifying as a small quantity

(a) QLA and PWL shall not apply.

(b) Mixtures shall be within the specified limits for % Air Voids, % AC, and density. In addition to any adjustments in pay due to profile, the contract unit price for the mixture represented by each set of cores will be adjusted based on actual field density above or below the specified density using the following schedule:

Field Density (Percent of Laboratory Max. Theoretical Density)	Pay Factor (Percent of Contract Unit Price)
<b>For all SP mixtures other than SMA:</b>	
92.5 to 98.0 inclusive	100
90.5 to 92.4 inclusive	Correction <sup>(a)</sup>
Above 98.0 or Below 90.5	Remove and Replace
<b>For SMA mixtures:</b>	
>94.0	100
92.0 to 93.9 inclusive	Correction <sup>(a)</sup>
Above 98.0 or Below 92.0	Remove and Replace

- (a) Correction requires spraying rapid penetrating emulsion on deficient density areas in accordance with JSP2303. All costs associated with correction shall be at the contractor's expense with no additional payment.

**403.23.8.2 Base Widening and Entrances.** For base widening mixtures and entrance work, QLA and PWL will not be required. Payment for these mixtures will be made at 100 percent of contract unit price for material that otherwise meets the specifications.

**403.23.8.3 Single Lift on Unmilled Surface or Leveling Course Work.** For resurfacing projects specifying a single lift on an unmilled surface, surface mixture of 3,000 tons or more, or for leveling course work, the following shall apply to the traveled way mixture. All bituminous mixture QC/QA requirements shall apply, except the density pay factor designated in [Sec 403.23.2](#) will not be directly included in the total pay factor. In lieu of that, one density sample shall be taken per subplot and the pay adjustment for density will be made using the table in [Sec 403.23.8.1](#).

### 3.0 Insert Sec 406 Paver-Mounted Thermal Profiles:

#### 406 Paver-Mounted Thermal Profiles

**406.1 Description.** This work shall consist of continuous thermal profiling of the asphalt mat temperature behind the trailing edge of the paver screed plate during placement operations using a Paver-Mounted Thermal Profile System (PMTPS). This work shall be completed in accordance with the general principles set forth in AASHTO R 110 "Standard Practice for Continuous Thermal Profile of Asphalt Mixture Construction", and specifically as stated in the following sections.

**406.2 Required Measurements.** PMTPS measurements are required on the full width of paving of each asphalt lift. Collection of data shall include shoulder pavement when placed simultaneously with the mainline. The shoulder paving data will be filtered out using Veta during data processing. PMTPS data collection is not required in the following exceptions:

- (1) PMTPS measurements are not required on auxiliary lane tapers, ramps, shoulders (not paved simultaneously with mainline), cross-overs, non-continuous turn lanes, loops, bypass lanes, acceleration/deceleration lanes, intersecting streets, roundabouts, and partial lane width widenings.
- (2) PMTPS measurements are not required for a total net paving length less than 2 lane miles.
- (3) PMTPS measurements are not required on asphalt lift thicknesses less than 1-inch.

**406.3 Equipment Requirements.** The PMTPS shall consist of the following components listed.

- (1) Temperature sensor to continuously monitor surface temperature of mat.
  - a. Longitudinal and lateral surface temperature readings shall be collected at 12-inch or less intervals at all paving speeds with an X-Y accuracy of plus or minus 1-inch.
  - b. Surface temperatures shall be collected for the full width paved in one pass (including any shoulders paved simultaneously with mainline).
  - c. Surface temperature sensors(s) shall have a temperature range of at least 140 °F to 480 °F. Sensory accuracy shall be plus or minus 3.6 °F, or plus or minus 2.0 percent of sensor reading, whichever is greater.
- (2) Global Navigation Satellite System (GNSS) receiver to capture coordinates of the surface temperature readings. GNSS accuracy shall be plus or minus 2 inches or less in X and Y directions when intelligent compaction is being used. A base station shall be required at any locations having poor cellular reception to obtain required accuracy. When intelligent compaction is not being used GNSS accuracy shall be plus or minus 4 ft or less in the X and Y directions and ground distance sensor shall be within plus or minus 1/1000 ft.
- (3) Onboard data acquisition with a minimum of the following capabilities:
  - a. Displays (in real-time) map of the surface temperature readings.
  - b. Displays total distance, paver speed and location.
  - c. Reports surface temperature readings and GNSS status.
  - d. Provides real-time statistical summaries of surface temperature readings.
  - e. Allows operator to define data lot currently being placed per AASHTO PP 114.
  - f. Stores data internally until data transfer.
  - g. Automatically transfers data to cloud storage or other approved methods.

**406.3.1 System Setup on Pavers.** Pavers shall be instrumented with the PMTP system for the full paving width and shall collect measurements no less than 3-feet and no greater than 12-feet from the trailing edge of the screed plate. Other objects shall not obstruct surface temperature measurements and GNSS accuracy.

**406.4 Construction Requirements.**

**406.4.1 Temperature Verification.** Temperature verification shall follow AASHTO R110-22, Section 6 Calibration. A record of each verification shall be submitted to the SharePoint prior to the start of the project.

**406.4.2 Data Management.** PMTP data files shall be compatible with the Veta software. The contractor shall supply the engineer with the manufacturer's PMTPS Computer Software 14 days

prior to beginning work and until ninety days after completion of all work. If Cloud Storage or Cloud Computing is used, the engineer shall be supplied one user ID with full access for the same time-period specified. If cloud storage is not used Raw PMTP data files shall be downloaded once per day and uploaded to the appropriate MoDOT IC-PMTP SharePoint site before the start of the next day's production. The following data management requirements shall apply:

- (1) The PMTP data files should be directly transferred from cloud storage to Veta. Other methods shall be approved by the engineer.
- (2) The PMTP Veta files shall be appropriately formatted and filtered in accordance with MoDOT IC-PMTP protocol.
- (3) Date and time stamp of PMTP shall be checked and verified to reflect the local time zone for both mapped and exported data.

**406.4.3 Quality Control.** The following shall apply to the Contractor's Quality Control for PMTP.

- (1) The contractor shall have a properly trained person listed in the QC Plan that has completed a Veta training course within the last 2 years to perform the PMTP data collection and file management for the project.
- (2) The PMTP system shall have a documented annual calibration before beginning construction.
- (3) For each run, the thermal profile shall be divided into 150-foot sublots at the full paving width and partial data sublots as follows:
  - (a) Combine partial data sublots less than 75-feet with the previous data sublot.
  - (b) Treat partial sublots greater than 75-feet as one data sublot.
  - (c) Sublots shall not extend over multiple days, different lifts, or paving directions.
- (4) Veta files shall be completed and uploaded with the appropriate naming convention in accordance with MoDOT IC-PMTPS Protocol. Appropriate naming convention can be found in the IC-PMTP Document Helper located in the [External MoDOT SharePoint site](#). The completed Veta files shall have the appropriate filters applied with the summary data transferred to the Summary Report. An up-to-date Summary Report shall be provided to the engineer two days prior to the 1<sup>st</sup> and 15<sup>th</sup> of each month.
- (5) **PMTP Quality Control Plan.** A pre-activity meeting shall be required prior to mainline paving. The PMTP Quality Control Plan shall be submitted to the engineer at least 2 weeks prior to the mainline paving pre-activity meeting. The plan at minimum shall include the following:
  - (a) A list of personnel previously trained
  - (b) Detailed daily verification procedure for checking the RTK-GNSS of PMTP
  - (c) Procedure for downloading PMTP data from the instrument
  - (c) The procedure for training operators or other project staff
  - (e) Detailed daily verification procedure for checking the temperature sensor on the PMTP

- (f) The name of the designated PMTP Quality Control Technician
- (g) Procedure for submitting data
- (h) Contact information for technical support staff
- (i) Anticipated cellular service and GNSS coverage throughout entire project
- (j) A list of the control points with either UTM or State Plane Coordinates established by the contractor if a base station is required.

**406.4.4 Quality Assurance (QA) Testing.** The Engineer will use a Forward Looking InfraRed (FLIR) camera to verify the contractor's PMTP system. QA tests shall be taken at random locations twice per day. The contractor shall assist the engineer with the placement of the event marker.

The QA tests using the FLIR data QA tool shall compare favorably, according to the instructions found in the IC-PMTP Document Helper located in the [External MoDOT SharePoint site](#). If results do not compare favorably, the contractor's PMTPS shall be verified by the manufacturer. In the case that the PMTPS is required to be sent off to the manufacturer and the contractor is not able to provide a replacement, the contractor will be allowed to continue paving with the verification by the engineer using a FLIR camera for acceptance only.

**406.4.5 Thermal Segregation.** Thermal segregation will be calculated by using the Differential Range Statistics (DRS) under the parameters of AASHTO R110 in each 150-foot subplot.

The Veta analysis with the appropriate filters applied shall exclude the following surface temperature readings from each subplot:

- (1) Surface temperature readings less than 180°F.
- (2) Surface temperature readings within 2 ft. prior to and 8 ft. after paver stops that are greater than 1 minute in length.

The thermal segregation categories are based on the Differential Range Statistics (DRS), as shown in the table below.

Differential Range Statistics (DRS)	Thermal Segregation Category
$DRS \leq 25.0^{\circ}F$	Low
$25^{\circ}F < DRS \leq 35^{\circ}F$	Moderate
$35^{\circ}F < DRS \leq 50^{\circ}F$	Moderate-High
$DRS \geq 50^{\circ}F$	Severe

**406.4.6.1 Incentive/Disincentive.** Incentive/disincentive adjustments shall be made for each subplot in accordance with the following:

Thermal Segregation Category	Adjustment per 150 ft. Sublot
Low	\$40 Incentive
Moderate	\$40 to \$0 Incentive (Linear)
Moderate-High	\$0 to -\$40 Disincentive (Linear)
Severe	-\$40 Disincentive and Reviewed by Engineer

**406.5 Loss of Data.** If data collection ceases as a result of circumstances reasonably beyond the control of the contractor, the contractor will be allowed to continue the days paving, but the paved sublots will not be eligible for 406 PMTP Incentive. The engineer must be notified immediately of the issue and shall determine if the contractor has made a reasonable effort to resolve the issue. A meeting with the engineer shall be held to determine how to proceed if the issue is expected to extend into the next day's paving. Failure to notify the engineer of the issue at hand will result in the paved sublots to receive a minus \$40 deduct.

**406.5.1 GNSS Obstructions.** A base station shall be used at any locations having poor cellular reception. Isolated areas influenced by a GNSS obstruction may be excluded from DRS computation provided that the following conditions are satisfied:

- (1) The position data is present
- (2) The GNSS Reception Mode as recorded by the onsite equipment indicates that an obstruction is present
- (3) The location is properly flagged in the Veta project file and the location is identified in the bi-weekly report
- (4) The total of these areas is no more than 5% of any single day's production.

**406.5.2 QA Acceptance.** When PMTP data is not available, paved sublots will be accepted by verification using the FLIR camera. Temperature differentials greater than 50°F are subject to removal.

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

H. Contractor Quality Control NJSP-15-42

**1.0** The contractor shall perform Quality Control (QC) testing in accordance with the specifications and as specified herein. The contractor shall submit a Quality Control Plan (QC Plan) to the engineer for approval that includes all items listed in Section 2.0, prior to beginning work.

**2.0 Quality Control Plan.**

- (a) The name and contact information of the person in responsible charge of the QC testing.
- (b) A list of the QC technicians who will perform testing on the project, including the fields in which they are certified to perform testing.
- (c) A proposed independent third party testing firm for dispute resolution, including all contact information.
- (d) A list of Hold Points, when specified by the engineer.
- (e) The MoDOT Standard Inspection and Testing Plan (ITP). This shall be the version that is posted at the time of bid on the MoDOT website ([www.modot.org/quality](http://www.modot.org/quality)).

**3.0 Quality Control Testing and Reporting.** Testing shall be performed per the test method and frequency specified in the ITP. All personnel who perform sampling or testing shall be certified in the MoDOT Technician Certification Program for each test that they perform.

**3.1 Reporting of Test Results.** All QC test reports shall be submitted as soon as practical, but no later than the day following the test. Test data shall be immediately provided to the engineer upon request at any time, including prior to the submission of the test report. No payment will be made for the work performed until acceptable QC test results have been received by the engineer and confirmed by QA test results.

**3.1.1** Test results shall be reported on electronic forms provided by MoDOT. Forms and Contractor Reporting Excel2Oracle Reports (CRE2O) can be found on the MoDOT website. All required forms, reports and material certifications shall be uploaded to a Microsoft SharePoint® site provided by MoDOT, and organized in the file structure established by MoDOT.

**3.2 Non-Conformance Reporting.** A Non-Conformance Report (NCR) shall be submitted by the contractor when the contractor proposes to incorporate material into the work that does not meet the testing requirements or for any work that does not comply with the contract terms or specifications.

**3.2.1** Non-Conformance Reporting shall be submitted electronically on the Non-Conformance Report form provided on the MoDOT Website. The NCR shall be uploaded to the MoDOT SharePoint® site and an email notification sent to the engineer.

**3.2.2** The contractor shall propose a resolution to the non-conforming material or work. Acceptance of a resolution by the engineer is required before closure of the non-conformance report.

#### **4.0 Work Planning and Scheduling.**

**4.1 Two-week Schedule.** Each week, the contractor shall submit to the engineer a schedule that outlines the planned project activities for the following two-week period. The two-week schedule shall detail all work and traffic control events planned for that period and any Hold Points specified by the engineer.

**4.2 Weekly Meeting.** When work is active, the contractor shall hold a weekly project meeting with the engineer to review the planned activities for the following week and to resolve any outstanding issues. Attendees shall include the engineer, the contractor superintendent or project manager and any foreman leading major activities. This meeting may be waived when, in the opinion of the engineer, a meeting is not necessary. Attendees may join the meeting in person, by phone or video conference.

**4.3 Pre-Activity Meeting.** A pre-activity meeting is required in advance of the start of each new activity, except when waived by the engineer. The purpose of this meeting is to review construction details of the new activity. At a minimum, the discussion topics shall include: safety precautions, QC testing, traffic impacts, and any required Hold Points. Attendees shall include the engineer, the contractor superintendent and the foreman who will be leading the new activity. Pre-activity meetings may be held in conjunction with the weekly project meeting.

**4.4 Hold Points.** Hold Points are events that require approval by the engineer prior to continuation of work. Hold Points occur at definable stages of work when, in the opinion of the engineer, a review of the preceding work is necessary before continuation to the next stage.

**4.4.1** A list of typical Hold Point events is available on the MoDOT website. Use of the Hold Point process will only be required for the project-specific list of Hold Points, if any, that the engineer

submits to the contractor in advance of the work. The engineer may make changes to the Hold Point list at any time.

**4.4.2** Prior to all Hold Point inspections, the contractor shall verify the work has been completed in accordance with the contract and specifications. If the engineer identifies any corrective actions needed during a Hold Point inspection, the corrections shall be completed prior to continuing work. The engineer may require a new Hold Point to be scheduled if the corrections require a follow-up inspection. Re-scheduling of Hold Points require a minimum 24-hour advance notification from the contractor unless otherwise allowed by the engineer.

**5.0 Quality Assurance Testing and Inspection.** MoDOT will perform quality assurance testing and inspection of the work, except as specified herein. The contractor shall utilize the inspection checklists provided in the ITP as a guide to minimize findings by MoDOT inspection staff. Submittal of completed checklists is not required, except as specified in 5.1.

**5.1** Inspection and testing required in the production of concrete for the project shall be the responsibility of the contractor. Submittal of the 501 Concrete Plant Checklist is required.

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

I. Optional Temporary Pavement Marking Paint NJSP-18-07F

**1.0 Description.** This provision provides the contractor with the option to either complete all Permanent Pavement Marking Paint (PPMP) prior to the time limits specified herein or to apply Temporary Pavement Marking Paint (TPMP) in accordance with Sec 620.10.2 (4 in. width) in all locations shown on the plans as PPMP and delay application of the PPMP until the spring of 2027, as allowed herein. PPMP is defined as Standard Waterborne Paint and High Build Waterborne Paint and does not include Sec 620.20.3 Durable Pavement Markings.

**1.1** No application of PPMP shall occur between October 1, 2025 and March 1, 2026, both dates inclusive, except as stated herein. When the contractor has begun application of PPMP prior to October 1, 2025, and weather limitations stated in Sec 620.20.2.4 can be met, the contractor may complete the PPMP within the first seven (7) calendar days of October. If all (100%) of the PPMP is not completed on or before October 7, 2026, all previously applied PPMP, including any painted markings applied prior to October 1, shall be considered TPMP, and the contractor shall complete the remaining marking with TPMP, and then re-apply PPMP in all planned locations after March 1, 2027. All PPMP shall be completed prior to June 1, 2027. No additional payment will be made for PPMP that is later determined to be TPMP due to the contractor's failure to complete the PPMP within the time specified.

**1.2 Use of TPMP Prior to October 1.** The contractor has the option to apply TPMP in lieu of PPMP prior to October 1, 2026, even when there is sufficient time to complete the PPMP prior to October 1, 2026. For example, the contractor may choose to use TPMP as a base coat for the PPMP on open-graded surfaces in order to achieve higher retroreflectivity readings on the surface coat as compared to a single application.

**1.2.1** The contractor has the option of using TPMP in lieu of Temporary Raised Pavement Markers if applied each day that existing markings are obliterated.

**2.0 Construction Requirements.** TPMP shall be accurately placed in the final planned location and shall be completely covered by the final application of PPMP. Any failure to comply with this requirement shall be corrected by removal of the misplaced pavement markings at the contractor's expense and without marring of the pavement surface.

**2.1** Prior to application of the PPMP on TPMP, TPMP shall be fully cured in accordance with the manufacturer's recommendation, or for a period of 12 hours, whichever is greater.

**3.0 Weather Limitations.** All weather limitations specified in Sec 620 for PPMP and TPMP shall apply. Cold Weather Pavement Marking Paint, in accordance with Sec 620.10.6, shall be used for TPMP when specified weather limitations do not allow the use of waterborne paint. No additional payment will be made for the use of Cold Weather Pavement Marking Paint as TPMP. Cold Weather Pavement Marking Paint is not an allowable substitute for PPMP and shall subsequently be covered with PPMP.

**4.0 Time Exception.** If application of PPMP is to be delayed to the spring of 2027, the contractor shall submit a request to the engineer for a time exception and shall provide a revised work schedule that shows the planned completion of the PPMP.

**4.1** Upon receipt of the time exception request in Section 4.0, the engineer will list "Application of Permanent Pavement Marking Paint" as an exception on the Semi-Final Inspection form, thus granting an exception to the count of contract time thru June 1, 2027, solely for the purpose of delaying application of PPMP. This time exception shall not apply to any time needed to complete any other work items. Liquidated Damages, as specified elsewhere in this contract, shall remain in effect for all other work items not completed by the contract time limits, as specified elsewhere in this contract, and for PPMP not completed by June 1, 2027.

**5.0 Method of Measurement.** No final measurement will be made for TPMP.

**6.0 Basis of Payment.** Full payment for TPMP will be made at the contract lump sum price even when PPMP is completed prior to the time limitation and TPMP is not used or only partially used.

**6.2** If a \$0 bid is entered for TPMP, no payment will be made should TPMP become necessary.

Item Number	Description	Unit
6209901	Temporary Pavement Marking Paint	LS

J. Utilities

**1.0 The Contractor shall be aware there are numerous utilities present along the routes in this contract.** Utility locates were not performed during the design phase of the project; therefore, the extent of conflicts with utilities are unknown. It is the inherent risk of the work under this contract that the contractor may encounter these utilities above and/or below the ground or in the vicinity of any given work item which may interfere with their operations. The contractor expressly acknowledges and assumes this risk even though the nature and extent are unknown to both the contractor and the Commission at the time of bidding and award of the contract. It is, therefore, the responsibility of the contractor to comply with Missouri CSR 319 to get utilities marked and verify the existence, location and status of any marked utility prior to any excavations. Such verification may require direct contact with the listed utilities.

**2.0 If utility facilities are discovered the contractor shall contact the MoDOT Area Utility Coordinator**, Michael Robinson at (314) 648-4079. The engineer will determine whether relocation of the utility is necessary to accommodate construction or if the work can be installed in accordance with Missouri Standard Plans for Highway Construction for the item of work specified.

**3.0 Basis of Payment:** No direct payment shall be made for compliance with this provision.

K. Modified Shaping Slopes, Class III

**1.0 Description.** Modified Shaping Slopes, Class III shall consist of providing fill material and shaping slopes to construct additional shoulder width for the installation of guardrail and Type A crashworthy end terminals in accordance with the standard plans.

**2.0 Material.** The material used shall be a **3-inch minus aggregate**, or other granular material approved by the engineer. The material shall be similar to a quarry-run stone graded from course to fine with a minimum of voids. At least 20 percent of the material shall contain course stone 1.5 inches or larger. Acceptance of quality and size of material may be made by visual inspection. Any excess material shall be disposed of outside of the limits of the right of way.

**3.0 Construction Requirements.** Slope areas to be shaped by the addition of material shall be scarified to allow bonding with the added material. Density shall be obtained by reasonable compactive efforts consisting of no less than three passes with a roller or other methods approved by the engineer. The contractor will not be required to excavate any classified rock excavation under this item.

**3.1** Benching of the existing slope may be necessary to provide stability to the additional shoulder width constructed by Modified Shaping Slopes, Class III. All costs for benching shall be included in the cost of Modified Shaping Slopes, Class III.

**3.2** Modified Shaping Slopes, Class III will apply only to those sections that have been specifically designated as such on the plans.

**4.0 Method of Measurement.** Final measurement will not be made except where appreciable errors are found in the contract quantity. Where required, measurement will be made in accordance with Sec 215.3.

**5.0 Basis of Payment.** The accepted quantity of Modified Shaping Slopes, Class III will be paid for at the contract unit price for 215-99.03, Modified Shaping Slopes, Class III, per linear foot. If Modified Shaping Slopes, Class III is not provided but is required, payment will be in accordance with Sec 104.3. No direct payment will be made for any additional material required for shaping slopes.

L. Cooperation Between Contractors

**1.0** This contract will come under construction at the same time as several other MoDOT projects. Each Contractor shall conduct their work so as not to interfere with or hinder the progress

or completion of the work being performed by other Contractors. In case of dispute, the Engineer shall be the referee and the Engineer's decision shall be final and binding on all. The contractor shall be aware of the following projects:

**2.0 Coordination.** The Contractor shall coordinate all limits of the project to the following plans:

SL0034:

Route NN Resurfacing, Mill and Overlay Route NN to just west of Route 30

J6P3496 & J6P3496B, MoDOT Safety Design-Build:

- a. WBS #36 (S-GEN-SEG-001) and WBS #37 (S-GEN-SEG-002), Log Miles 18.936 to 19.299, Improvements include enhanced curve delineation, narrow travel lanes, and guardrail
  - i. Safety Design-Build contractor will be responsible for centerline striping within this segment.
- b. WBS #39 (S-GEN-SEG-004) and WBS #40 (S-GEN-SEG-005), Log Miles 19.694 to 19.906, Improvements include enhanced curve delineation and narrow travel lanes
  - i. Safety Design-Build contractor will be responsible for centerline striping within this segment.
- c. WBS #146 (S-GEN-INT-004), Route 30 and Route Y Intersection, Improvements include adjustment of right turn angle, intersection conflict warning system, and warning signs with flashing beacon
  - i. Safety Design-Build contractor will only be responsible for intersection striping within this segment. Mainline Route 30 center and edgeline striping will be installed within this project.
  - ii.

**2.1** When necessary for proper prosecution of work, each contractor shall permit the other access through the overlapping construction areas. Coordination of each project is essential to the successful completion of the overall improvements and it is expected for each contractor to coordinate their schedules.

**2.2** To facilitate completion of all required items of work, all pavement repairs, milling, and overlay within the limits listed above in Section 2.0 shall be completed by May 1, 2026.

**2.3** The contractor shall notify MoDOT 60 days in advance of work scheduled within these overlapping construction areas to allow sufficient time for coordination with other contractors.

**2.4** The contractor shall determine for himself the inconvenience as well as coordination and cooperation with other contractors and bid accordingly.

**3.0** The contractor shall assume all liability, financial or otherwise, in connection with their contract work within the right of way while the other contractor may be working within the same construction limits. The contractor shall assume all responsibility for all work not completed or accepted because of the presence and operations of the other Contractor

**4.0 Basis of Payment.** No direct payment will be made to the contractor to recover the cost of the equipment, labor, materials, or time required to for this coordination and cooperation.

M. Pavement Marking Log

**1.0 Description.** The contractor shall log the locations of existing pavement marking prior to any construction operations that may affect the existing pavement marking. The log shall contain all existing pavement marking and shall include center stripes, no passing stripes, lane lines, turn arrows, hash bars, yield bars, cross walks, and stop bars. The contractor shall provide a copy of the existing pavement marking log to the engineer. The contractor shall place the new pavement marking at the same locations as the existing pavement marking, unless otherwise directed by the engineer or shown on the plans.

**2.0 Basis of Payment.** No direct payment will be made for logging of existing pavement marking.

N. High Friction Surface Treatment NJSP-15-13B

**1.0 Description.** This work shall consist of furnishing and placing a High Friction Surface Treatment (HFST) on asphalt or concrete pavement.

**1.1** The HFST shall be comprised of surface preparation and a minimum of a single layer using a Binder Resin System which holds a surface applied aggregate firmly in place. The Binder Resin System shall include Polymeric or Methyl Methacrylate (MMA) Resins.

**2.0 Material.**

**2.1.1 Resin Binder System.** Resin Binder Systems shall be recommended by the manufacturer as suitable for use on the intended pavement surface and for the potential range of atmospheric exposure.

**2.1.2** The contractor shall furnish and install a Resin Binder System that meets the criteria in (AASHTO PP 79-14 Table 1):

<b>Table 1 - Resin Binder System</b>			
<b>Property</b>	<b>Test Method</b>	<b>Requirements</b>	
		<b>Polymeric Resin</b>	<b>MMA</b>
Ultimate Tensile Strength	AASHTO M-235	2500-5000 psi	1500-5000 psi
Elongation at break point	AASHTO M-235	30-70%	30-70%
Compressive Strength	ASTM C 579	1000 psi min. at 3 hours 5000 psi min. at 7 days	1000 psi min. at 3 hours 2000 psi min. at 7 days
Water Absorption	AASHTO M-235	1% max.	1% max.
Durometer Hardness (Shore D)	ASTM D-2240	60-80	40-75
Viscosity	ASTM D-2556	Class C: 7-30 poises	Class C: 12-20 poises
Gel Time	AASHTO M-235	Class C: 10 minutes min.	Class C: 10 minutes min.

Cure Rate (Dry through time)	ASTM D-1640	3 hrs. max.	3 hrs. max.
Adhesive Strength at 24 hours	ASTM D 4541	250 psi min. or 100% substrate failure	250 psi min. or 100% substrate failure

**2.1.3** Independent laboratory reports per formulation shall be provided, documenting that the resin binder meets the requirements of this specification. A sample of the resin binder or components lot/batch shall be supplied upon request.

**2.1.4** At the request of the engineer, the manufacturer of the Resin Binder System shall certify that the Resin Binder System meets the requirements of this specification. Such certification shall consist of either a copy of the manufacturer's test report or a statement by the manufacturer, accompanied by a copy of the current test results, that the Resin Binder System has been sampled and tested. Such certification shall indicate the date of testing and shall be signed by the manufacturer.

**2.2.1 Aggregate.** The contractor shall furnish and install a high friction aggregate that is clean, dry and free from deleterious material. The high friction aggregate shall be Calcined Bauxite for this project.

**2.2.2** The calcined bauxite aggregate shall meet the criteria in Table 2:

Table 2 - Calcined Bauxite Aggregate		
Property	Test Method	Requirement
Resistance to Degradation	AASHTO T-96	20% max.
Aggregate Grading	AASHTO T-27	No. 4 Percent Passing 100% min. No. 6 Percent Passing 95% min. No. 16 Percent Passing 5% max.
Moisture Content	AASHTO T-255	0.2% max.
Aluminum Oxide	ASTM C-25	87% min.

**2.2.3** All aggregates shall be furnished in appropriate packaging that is clearly labeled and protects the aggregate from any contaminants on the jobsite and from exposure to rain or other moisture.

**2.2.4** At the request of the engineer, the manufacturer of the aggregate shall certify that the aggregate meets the requirements of this specification. Such certification shall consist of either a copy of the manufacturer's report or a statement by the manufacturer, accompanied by a copy of the current test results, that the aggregate has been sampled and tested. Such certification shall indicate the date of testing and shall be signed by the manufacturer.

**2.2.5** Test methods should be in accordance with AASHTO PP 79-14.

**3.0 Construction Requirements.** A manufacturer's representative of the Resin Binder System shall be present at the jobsite during all construction operations relating to the preparation and placement of the HFST. All construction operations relating to the HFST shall meet the

recommendations of the manufacturer's representative. Final approval of all HFST placement operations will be given by the engineer.

**3.1 Weather Limitations.** Resin Binder system shall not be placed on any wet surface or when the ambient temperature or the temperature of the pavement is above or below the manufacturer's recommendations or when the anticipated weather conditions would prevent the proper application of the surface treatment as directed by the manufacturer's representative. Temperatures shall be obtained in accordance with MoDOT Test Method TM 20.

**3.2 Surface Preparations.** The surface shall be thoroughly cleaned immediately prior to installation of the HFST. The surface shall be clean, dry and free of all dust, oil, debris and any other material that might interfere with the bond between the resin binder material and the existing surface as recommended by the manufacturer's representative.

**3.2.1** The contractor shall pre-treat joints and cracks greater than  $\frac{1}{4}$  inch in width and depth with the mixed Resin Binder System. Once the resin binder in the pre-treated areas has gelled, the installation of the HFST may proceed.

**3.2.2 Asphalt Pavement.** Clean asphalt pavement surfaces using mechanical sweepers and high pressure air wash with sufficient oil traps. Mechanically sweep all surfaces to remove dirt, loose aggregate, debris, and deleterious material. Vacuum sweep or air wash using a minimum of 180 cfm of clean and dry compressed air, all surfaces to remove all dust, debris, and deleterious material. HFST shall not be applied to newly placed asphalt pavement surfaces that are less than 30 days old.

**3.2.3 Concrete Pavement.** Clean concrete pavement surfaces by shot blasting and vacuum sweeping. Shot blast all surfaces to remove all curing compounds, loosely bonded mortar, surface carbonation, and deleterious material. The prepared surface shall comply with the International Concrete Repair Institute (ICRI) standard for surface roughness CSP 5. After shot blasting, vacuum sweep or air wash, with a minimum of 180 cfm of clean and dry compressed air, all surfaces to remove all dust, debris, and deleterious material.

**3.2.4** All existing edge line pavement markings that are adjacent to the HFST location shall be covered and protected as approved by the engineer prior to performing surface preparation. HFST shall not be placed over existing pavement markings or rumble strips. Lane line pavement markings that conflict with the HFST installation shall be removed by methods approved by the manufacturer's representative. Any existing edge line pavement markings that are damaged during the HFST application process shall be replaced at the contractor's expense.

**3.3** HFST shall be allowed to cure for the minimum duration as recommended by the binder component supplier's specifications and during that time the application area shall be closed to all vehicles and contractor's equipment traffic. After placement and cure of the HFST, the contractor shall test the finished surface in accordance with ASTM D7234 to detect unbonded areas.

**3.4** Excess and loose aggregate shall be removed from the traveled way and shoulders in such a way that the HFST is not damaged or disturbed. Excess aggregate that can be reused shall be reclaimed by a vacuum sweeper. The recovered aggregate shall be clean, uncontaminated and dry, if it is to be re-used in the HFST application. All reclaimed aggregate must be in conformance with the requirements in Section 2.0. Material.

**3.5** Utilities, drainage structures, curbs and any other structures within or adjacent to the treatment location shall be protected against the application of the HFST materials.

**3.6 Surface Friction Test.** The surface friction of the completed HFST shall meet a minimum requirement of 65 FN40R from the ASTM E274 test. MoDOT will perform this test, at the expense of the Commission, within 7 calendar days after completion of the HFST. In order to allow for adequate scheduling time for the surface friction test, the contractor shall provide an anticipated completion date of the HFST for each segment of roadway being treated in this contract. The contractor shall provide this date(s) to the engineer a minimum of two weeks prior to any anticipated completion date of the HFST.

**3.6.1** Any surface that fails to conform to the above friction requirement must be removed and replaced at the contractor's expense within 24 hours after being notified by the engineer.

**3.7 Surface Quality Verification.** The engineer will check the HFST surface for areas of debonding or excessive loss of aggregate fourteen days after completion of the HFST. Any deficiencies found shall be corrected at the contractor's expense.

**4.0 Application Methods.** HFST shall be applied in accordance with the manufacturer's recommendations. The HFST can be applied by either mechanical or manual techniques.

**4.1** The Resin Binder System shall be blended and mixed in the ratio per the manufacturer's specification (+/- 2% by volume) and shall be continuously applied once blended.

**4.1.1** The Resin Binder System shall be applied at a uniform thickness of 50-65 mils (25-32 square feet per gallon). Coverage rate is based upon expected variances in the surface profile of the pavement.

**4.1.2** The operation shall proceed in such a manner that will not allow the mixed material to separate, cure, dry, be exposed or otherwise harden in such a way as to impair retention and bonding of the high friction aggregate.

**4.1.3** The high friction aggregate shall be immediately applied at a rate of 12-15 pounds per square yard (achieving saturation) in such a manner that there is no disruption to the leveled binder. It is the responsibility of the contractor to ensure full embedment of the high friction aggregate.

**4.1.4** Wet spots shall be covered with the high friction aggregate prior to the gelling of the Resin Binder System.

**4.1.5** Walking, standing on, or any form of contact or contamination with the wet uncured Resin Binder System without spiked shoes as approved by the engineer, prior to application of the aggregate, will result in that section of Resin Binder System being removed and replaced at the contractor's expense.

**4.1.6** Applications on high speed highways such as interstate, interstate ramps, and bridge decks will require additional sweeping three days after the initial installation is completed to remove excess and loose aggregate from the traveled way and shoulders.

**5.0 Method of Measurement.** Final measurement of the completed HFST will not be made except for authorized changes during construction, or where appreciable errors are found in the contract quantity. When required, measurement of HFST, complete in place, will be made to the

nearest square yard. The revisions or correction will be computed and added to or deducted from the contract quantity.

**6.0 Basis of Payment.** The accepted quantity of HFST, in place, will be paid for at the contract unit price bid for Item Number 413-99.05, "High Friction Surface Treatment-Bauxite", per square yard. The contract price per square yard of HFST shall include full compensation for all labor, materials, tools, equipment, testing and incidental items necessary to complete the described work.

O. Lump Sum Temporary Traffic Control JSP-22-01A

**1.0 Delete Sec 616.11 and insert the following:**

**616.11 Method of Measurement.** Measurement for relocation of post-mounted signs will be made to the nearest square foot of sign area only for the signs designated for payment on the plans. All other sign relocations shall be incidental. Measurement for construction signs will be made to the nearest square foot of sign area. Measurement will be made per each for each of the temporary traffic control items provided in the contract.

**616.11.1 Lump Sum Temporary Traffic Control.** No measurement will be made for temporary traffic control items grouped and designated to be paid per lump sum. The list of lump sum items provided in the plans or contract is considered an approximation and may be subject to change based on field conditions. This is not a complete list and may exclude quantities for duplicate work zone packages used in simultaneous operations. The contractor shall provide all traffic control devices required to execute the provided traffic control plans for each applicable operation, stage, or phase. No measurement will be made for any additional signs or devices needed except for changes in the traffic control plan directed by the engineer.

**2.0 Delete Sec 616.12 and insert the following:**

**616.12 Basis of Payment.** All temporary traffic control devices authorized for installation by the engineer will be paid for at the contract unit price for each of the pay items included in the contract. Whether the devices are paid individually, or per lump sum, no direct payment will be made for the following:

- (a) Incidental items necessary to complete the work, unless specifically provided as a pay item in the contract.
- (b) Installing, operating, maintaining, cleaning, repairing, removing, or replacing traffic control devices.
- (c) Covering and uncovering existing signs and other traffic control devices.
- (d) Relocating temporary traffic control devices, including permanent traffic control devices temporarily relocated, unless specifically included as a pay item in the contract.
- (e) Worker apparel.
- (f) Flaggers, AFADs, PFDs, pilot vehicles, and appurtenances at flagging stations.

(g) Furnishing, installing, operating, maintaining, and removing construction-related vehicle and equipment lighting.

(h) Construction and removal of temporary equipment crossovers, including restoring pre-existing crossovers.

(i) Provide and maintaining work zone lighting and work area lighting.

**616.12.1 Lump Sum Temporary Traffic Control.** Traffic control items grouped together in the contract or plans for lump sum payment shall be paid incrementally per Sec 616.12.1.1. Alternately, upon request from the contractor, the engineer will consider a modified payment schedule that more accurately reflects completion of traffic control work. No payment will be made for any additional signs or devices needed except for changes in the traffic control plan directed by the engineer. Additional items directed by the engineer will be paid for in accordance with Sec 109.4. No adjustment to the price will be made for overruns or underruns of other work or for added work that is completed within existing work zones.

**616.12.1.1 Partial payments.** For purposes of determining partial payments, the original contract amount will be the total dollar value of all original contract line items less the price for Lump Sum Temporary Traffic Control (LSTTC). If the contract includes multiple projects, this determination will be made for each project. Partial payments will be made as follows:

(a) The first payment will be made when five percent of the original contract amount is earned. The payment will be 50 percent of the price for LSTTC, or five percent of the original contract amount, whichever is less.

(b) The second payment will be made when 50 percent of the original contract amount is earned. The payment will be 25 percent of the price for LSTTC, or 2.5 percent of the original contract amount, whichever is less.

(c) The third payment will be made when 75 percent of the original contract amount is earned. The payment will be 20 percent of the price for LSTTC, or two percent of the original contract amount, whichever is less.

(d) Payment for the remaining balance due for LSTTC will be made when the contract has been accepted for maintenance or earlier as approved by the engineer.

**616.12.1.2** Temporary traffic control will be paid for at the contract lump sum price for Item:

Item No.	Unit	Description
616-99.01	Lump Sum	Misc. Lump Sum Temporary Traffic Control

P. Water Quality Control Measures in Consideration of Sensitive Species

**1.0 Description.** The Big River and Meramec River serve as habitat for sensitive species, some of which are federally-listed as threatened or endangered. The project also crosses, or is in the vicinity of, multiple losing streams that feed groundwater.

**2.0 Restrictions.** To avoid any negative impacts to water quality or sensitive species and their habitat, water quality shall be protected from construction and maintenance impacts.

**2.1** Erosion and sediment controls must be utilized to ensure no runoff or material enters streams and other water bodies from incidental roadway construction.

**2.2** Material, water or residue shall not be allowed to enter the stream or floodplain. This shall include, but is not limited to, grading, hydro-blasting, cold milling, sandblasting, scraping, paving or over-coating.

**2.3** Vehicles or equipment around the stream shall be inspected daily, prior to use, for leaks or other potential water quality hazards. Any leaks or other water quality hazards on equipment shall be repaired and cleaned off of the equipment prior to use around the stream.

**2.4** No staging, storage, or refueling of equipment shall be allowed within 300 feet of bridges A4629 and A4975.

**3.0 Basis of Payment.** No direct payment will be made to the Contractor to recover the cost of labor, materials, or equipment required to comply with the above requirements.

Q. Black Contrast Border on Lane Arrows

**1.0 Description.** This work shall consist of installing a minimum 1.5-inch black thermoplastic outside contrast border surrounding any pavement marking arrow installed on existing or proposed concrete pavement.

**2.0 Construction Requirements.** The black thermoplastic outside contrast border shall comply with Section 620 of the Standard Specifications.

**3.0 Basis of Payment.** Payment for installing the 1.5-inch black thermoplastic outside contrast border shall be included in the cost of the pavement marking arrow included in the plans.

R. Lane Reduction Arrows

**1.0 Description.** This work shall consist of installing special pavement markings as shown in the plans.

**2.0 Construction Requirements.** Lane reduction arrows shown in the plans shall be in accordance with Figure 3B-21I (MUTCD 11<sup>th</sup> Edition) and shall be preformed thermoplastic pavement marking in accordance with Section 620 of the Standard Specifications. The lane reduction arrows installed on concrete pavement shall have a minimum of 1.5-inch black thermoplastic outside contrast border surrounding the lane reduction arrow.

**3.0 Basis of Payment.** Payment for furnishing and installing the pavement markings noted above, including all materials, equipment, tools, labor, and work incidental thereto (**including the 1.5-inch thermoplastic black outside contrast border**), and shall be considered to be completely covered by the contract unit prices for the following:

Item No.	Type	Description
620-99.02	Each	Lane Reduction Arrow, Preformed Thermoplastic Pavement Marking

S. Non-Tracking Tack JSP-24-02A

**1.0 Description.** This work requires application of tack in accordance with Sec 407 and prevention of tack loss from the surface as specified herein. Tack loss prevention shall be accomplished with successful usage of a MoDOT-approved non-tracking tack, or other acceptable non-tracking means, as approved by the engineer.

**2.0 MoDOT-Approved Non-Tracking Tack.** A list of MoDOT-approved non-tracking tack products is available at MoDOT.org under the Materials Qualified List. Upon request from the contractor, the MoDOT Division of Construction & Materials will consider allowance of other non-tracking products. To be approved, the contractor must successfully demonstrate that the proposed product meets the non-tracking requirements specified in section 3.0. The location of a contractor demonstration will only be allowed in areas approved by the engineer. The engineer will make final determination of product acceptance based on observation of the results of the contractor's demonstration.

**2.1** Products on the Qualified List have demonstrated successful non-tracking performance on previous projects; however, the Commission does not endorse nor guarantee success of any of the listed products. Success is dependent on the contractor choosing a product that can achieve the desired results while also taking into consideration all factors, including, but not limited to, cure time, weather conditions, surface prep, surface type, material properties, and adherence to manufacturer's instructions. The contractor is responsible for monitoring adherence of the tack to the pavement surface and shall cease operations when tack first begins to show signs of not meeting the requirements of Section 3.0. Corrective action shall be made prior to resuming tacking operations.

**3.0 Non-Tracking Requirements.** Non-tracking tack shall remain adhered to the pavement surface when exposed to any wheeled or tracked vehicles. The tack shall not track off the surface within 30 minutes of being applied, and shall not stick to the tires, tracks or other parts of paving equipment or vehicles such that the underlying surface becomes visible or void of tack prior to the placement of the hot mix asphalt. The tack shall not track onto any adjacent lanes, pavement markings, driveways, sideroads, etc.

**3.1** The contractor shall be responsible for cleaning all tracked tack from adjacent lanes, driveways, sideroads, etc., and shall replace all pavement markings that become coated with tracked tack. This cleaning and replacement requirement applies to both approved and proposed non-tracking products.

**4.0 Basis of Payment.** Measurement and payment shall be in accordance with Sec 407. The accepted quantity of non-tracking tack coat will be paid for per gallon at the contract unit price for 407-10.07 Tack Coat – Non-Tracking, per gallon. No additional payment will be made for the cost to demonstrate proposed products, for cleaning surfaces due to tracking of tack, or for replacement of pavement marking damaged by tracked tack.