Montana
MDT
Department of Transportation

STANDARD SPECIFICATIONS
FOR
ROAD AND BRIDGE CONSTRUCTION

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the
Montana Department of Transportation



TABLE OF CONTENTS

DIVISION 100 CONTRACT ADMINISTRATION 1

SECTION 101 DEFINITIONS AND TERMS 1

101.01 GENERAL 1
101.02 ACRONYMS AND ABBREVIATIONS 1
101.03 DEFINITIONS 4

SECTION 102 BIDDING REQUIREMENTS AND CONDITIONS 1

102.01 JOINT-VENTURE BIDS 1
102.02 CONTENTS OF BID PACKAGE 1
102.03 CONTRACTOR REGISTRATION 1
102.04 ISSUANCE OF PROPOSALS 1
102.05 QUANTITIES OF WORK IN THE PROPOSAL 1
102.06 EXAMINATION OF DOCUMENTS AND SITE OF WORK 2
102.07 BIDDING REQUIREMENTS 3
102.08 REJECTION OF BID PROPOSALS 4
102.09 PROPOSAL GUARANTY 5
102.10 DELIVERY AND PUBLIC OPENING OF PROPOSALS 5
102.11 WITHDRAWAL OF PROPOSALS 5
102.12 DEBARMENT 6
102.13 MATERIALS GUARANTY 6
102.14 WAGE RATES – CONSTRUCTION TYPES 6
102.15 VENUE 6
102.16 CONSENT TO CONTRACT PROVISIONS 6
102.17 PUBLIC WORKS CONTRACT 7

SECTION 103 AWARD AND EXECUTION OF CONTRACT 1

103.01 CONSIDERATION OF PROPOSALS 1
103.02 AWARD OF CONTRACT 1
103.03 ASSIGNMENT OF CLAIMS 1
103.04 CANCELLATION OF AWARD 1
103.05 RELEASE OF PROPOSAL GUARANTY 1
103.06 CONTRACT BOND 1
103.07 EXECUTION AND APPROVAL OF CONTRACT 2
103.08 FAILURE TO EXECUTE CONTRACT 2
103.09 BID DOCUMENTS 2
103.10 RESERVED 4
103.11 PROPOSED AGGREGATE SOURCE(S) 4

SECTION 104 SCOPE OF WORK 1

104.01 INTENT OF CONTRACT 1
104.02 DIFFERING SITE CONDITIONS, SUSPENSION OF WORK, AND SIGNIFICANT CHANGES IN THE CHARACTER OF WORK 1
104.03 EXTRA WORK 3
104.04 MISCELLANEOUS WORK 3
104.05 MAINTENANCE OF WORK 3
104.06 MATERIAL AND PROPERTY RIGHTS 5
104.07 FINAL CLEANING UP 5
104.08 VALUE ENGINEERING PROPOSALS 6
104.09 CONSTRUCTION CHANGE DIRECTIVE 7

SECTION 105 CONTROL OF WORK 1

105.01 AUTHORITY OF THE ENGINEER 1
105.02 CONTRACTOR SUBMITTALS 1

TABLE OF CONTENTS

105.03 CONFORMITY WITH PLANS AND SPECIFICATIONS 2
105.04 COORDINATION OF CONTRACT PROVISIONS 8
105.05 COOPERATION BY CONTRACTOR 8
105.06 COOPERATION WITH UTILITIES 9
105.07 COOPERATION BETWEEN CONTRACTORS 9
105.08 CONSTRUCTION STAKES, LINES AND GRADES 10
105.09 AUTHORITY AND DUTIES OF PROJECT MANAGER 14
105.10 AUTHORITY AND DUTIES OF INSPECTORS 14
105.11 INSPECTION OF WORK 14
105.12 REMOVAL OF UNACCEPTABLE AND UNAUTHORIZED WORK 15
105.13 RESERVED 15
105.14 RESERVED 15
105.15 COMPONENT INSPECTION 15
105.16 CLAIMS FOR ADJUSTMENT AND DISPUTES 16
105.17 PROJECT FINALIZATION 19

SECTION 106 CONTROL OF MATERIAL 1

106.01 SOURCE OF SUPPLY AND QUALITY REQUIREMENTS 1
106.01.2 Samples, Tests, and Cited Specifications 1
106.02 LOCAL MATERIAL SOURCES 2
106.03 CERTIFICATION OF COMPLIANCE 5
106.04 PLANT INSPECTION 5
106.05 FIELD LABORATORY 6
106.06 QUALIFIED PRODUCTS LIST 6
106.07 HANDLING AND STORAGE OF MATERIALS 6
106.08 DEPARTMENT FURNISHED MATERIAL 6
106.09 DOMESTIC MATERIALS 7
106.10 MIX DESIGNS AND TESTING OF MATERIAL SOURCES 9

SECTION 107 LEGAL RELATIONS AND RESPONSIBLITIES TO THE PUBLIC 1

107.01 LAWS, RULES, AND REGULATIONS TO BE OBSERVED 1
107.02 PERMITS, LICENSES AND TAXES 1
107.03 PATENTED DEVICES, MATERIALS AND PROCESSES 1
107.04 RESTORING SURFACES OPENED BY PERMIT 1
107.05 FEDERAL AID PARTICIPATION 2
107.06 PUBLIC CONVENIENCE AND SAFETY 2
107.07 RAILWAY-HIGHWAY PROVISIONS 2
107.08 LOAD RESTRICTIONS 3
107.09 RESERVED 4
107.10 PROTECTION AND RESTORTATION OF PROPERTY AND LANDSCAPE 4
107.11 RESERVED 5
107.12 RESERVED 5
107.13 INSURANCE REQUIREMENTS 5
107.14 THIRD PARTY BENEFICIARY CLAUSE 6
107.15 RESPONSIBILITY FOR DAMAGE CLAIMS 6
107.16 OPENING SECTIONS OF PROJECT TO TRAFFIC 6
107.17 CONTRACTOR'S RESPONSIBILITY FOR WORK 6
107.18 CONTRACTOR'S RESPONSIBILITY FOR UTILITY PROPERTY AND SERVICES 7
107.19 FURNISHING RIGHT OF WAY 8
107.20 PERSONAL LIABILITY OF PUBLIC OFFICIALS 8
107.21 NO WAIVER OF LEGAL RIGHTS 8
107.22 PROTECTION OF ARCHEOLOGICAL AND HISTORICAL FINDINGS 8
107.23 RESERVED 9
107.24 RESERVED 9

TABLE OF CONTENTS

107.25 ACCESS TO CONTRACTOR'S RECORDS 9
107.26 LIABILITY FOR CERCLA/CECRA CLAIMS 9
107.27 DIESEL FUEL USED ON THE PROJECT 9
107.28 PUBLIC INVOLVEMENT 9

SECTION 108 PROSECUTION AND PROGRESS 1

108.01 SUBCONTRACTING OR ASSIGNMENT OF CONTRACT 1
108.02 NOTICE TO PROCEED 3
108.03 PROSECUTION OF WORK 3
108.04 LIMITATION OF OPERATIONS 8
108.05 CHARACTER OF WORKERS 8
108.06 METHODS AND EQUIPMENT 8
108.07 CONTRACT TIME AND DETERMINATION OF COMPENSATION AND EXTENSION OF CONTRACT TIME FOR EXCUSABLE, NONCOMPENSABLE, AND COMPENSABLE DELAYS 8
108.08 FAILURE TO COMPLETE ON TIME 12
108.09 DEFAULT OF CONTRACTOR 12
108.10 TERMINATION FOR PUBLIC CONVENIENCE 13

SECTION 109 MEASUREMENT AND PAYMENT 1

109.01 MEASUREMENT OF QUANTITIES 1
109.02 SCOPE OF PAYMENT 2
109.03 COMPENSATION FOR ALTERED QUANTITIES 3
109.04 PAYMENT FOR EXTRA WORK 3
109.05 DELETED OR TERMINATED WORK 6
109.06 PARTIAL PAYMENTS 7
109.07 STOCKPILED MATERIALS 8
109.08 RESERVED 9
109.09 MOBILIZATION 9
109.10 OVERPAYMENTS 10
109.11 FUEL PRICE ADJUSTMENT 10
109.12 TRAINING PROGRAM 12

DIVISION 150 DESIGN-BUILD CONTRACTS 1

SECTION 151 DEFINITIONS AND TERMS 1

151.01 GENERAL 1
151.02 ACRONYMS AND ABBREVIATIONS 1
151.03 DEFINITIONS 2

SECTION 152 BIDDING REQUIREMENTS AND CONDITIONS 1

152.05 QUANTITIES OF WORK IN THE PROPOSAL 1
152.06 EXAMINATION OF DOCUMENTS AND SITE OF WORK 1
152.07 BIDDING REQUIREMENTS 2
152.08 REJECTION OF PROPOSALS 3
152.09 PROPOSAL GUARANTY 5
152.10 DELIVERY AND PUBLIC OPENING OF PROPOSALS 5
152.11 WITHDRAWAL OF PROPOSAL 5
152.18 PUBLIC RECORDS 6
152.19 STIPEND 6
152.20 COMMUNICATION 6
152.21 SCHEDULE OF EVENTS 7
152.22 DEPARTMENT COMMITTMENT 7

SECTION 153 AWARD AND EXECUTION OF CONTRACT 1

153.01 CONSIDERATION OF PROPOSALS 1

TABLE OF CONTENTS

153.02 AWARD OF CONTRACT 2

SECTION 154 SCOPE OF WORK 1

154.02 DIFFERING SITE CONDITIONS, SUSPENSION OF WORK, AND SIGNIFICANT CHANGES IN THE CHARACTER OF WORK 1
154.03 EXTRA WORK 1

SECTION 155 CONTROL OF WORK 1

155.02 CONTRACTOR SUBMITTALS 1
155.03 CONFORMITY WITH PLANS AND SPECIFICATIONS 4
155.04 COORDINATION OF CONTRACT PROVISIONS 4
155.11 INSPECTION OF WORK 4

SECTION 156 CONTROL OF MATERIAL 1

SECTION 157 LEGAL RELATIONS AND RESPONSIBLITIES TO THE PUBLIC 1

SECTION 158 PROSECUTION AND PROGRESS 1

158.02 NOTICE TO PROCEED 1
158.10 TERMINATION FOR PUBLIC CONVENIENCE 1

SECTION 159 MEASUREMENT AND PAYMENT 1

159.01 MEASUREMENT OF QUANTITIES 1
159.02 SCOPE OF PAYMENT 1
159.11 FUEL PRICE ADJUSTMENTS 2

DIVISION 200 EARTHWORKS CONSTRUCTION 1

SECTION 201 CLEARING AND GRUBBING 1

201.03 CONSTRUCTION REQUIREMENTS 1
201.04 METHOD OF MEASUREMENT 3

SECTION 202 REMOVAL OF STRUCTURES AND OBSTRUCTIONS 1

202.03 CONSTRUCTION REQUIREMENTS 1
202.04 METHOD OF MEASUREMENT 3

SECTION 203 EXCAVATION AND EMBANKMENT 1

203.03 CONSTRUCTION REQUIREMENTS 2
203.04 METHOD OF MEASUREMENT 7

SECTION 204 BLASTING 1

204.03 PRODUCTION BLASTING 1
204.04 METHOD OF MEASUREMENT 11

SECTION 205 CROSSOVER CONSTRUCTION 1

205.03 CONSTRUCTION 1
205.04 METHOD OF MEASUREMENT 2

SECTION 206 DETOURS 3

206.03 CONSTRUCTION 3
206.04 METHOD OF MEASUREMENT 4

SECTION 207 CULVERT EXCAVATION AND TRENCH EXCAVATION 1

207.03 CONSTRUCTION REQUIREMENTS 1
207.04 METHOD OF MEASUREMENT 2

SECTION 208 ENVIRONMENTAL PROTECTION 1

TABLE OF CONTENTS

208.01 GENERAL 1
208.03 CONSTRUCTION 1
208.04 METHOD OF MEASUREMENT 12
208.05 BASIS OF PAYMENT 13

SECTION 209 STRUCTURE EXCAVATION 1

209.03 CONSTRUCTION REQUIREMENTS 1
209.04 METHOD OF MEASUREMENT 3
209.05 BASIS OF PAYMENT 3

SECTION 210 EQUIPMENT USE 1

210.03 CONSTRUCTION REQUIREMENTS 1
210.04 METHOD OF MEASUREMENT 3

SECTION 212 OBLITERATE ROADWAY 1

212.03 CONSTRUCTION REQUIREMENTS 1

DIVISION 300 AGGREGATE CONSTRUCTION 1

SECTION 301 AGGREGATE SURFACING 1

301.02 MATERIALS 1
301.03 CONSTRUCTION REQUIREMENTS 1
301.04 METHOD OF MEASUREMENT 6

SECTION 302 BITUMINOUS PAVEMENT PULVERIZATION 1

302.03 CONSTRUCTION REQUIREMENTS 1
302.04 METHOD OF MEASUREMENT 2

SECTION 303 STOCKPILED SURFACING AGGREGATE 1

SECTION 304 CEMENT TREATED BASE 1

304.02 MATERIALS 1
304.03 CONSTRUCTION REQUIREMENTS 2
304.04 METHOD OF MEASUREMENT 5

DIVISION 400 BITUMINOUS CONSTRUCTION 1

SECTION 401 PLANT MIX SURFACING 1

401.02 MATERIALS 1
401.03 CONSTRUCTION REQUIREMENTS 3
401.04 METHOD OF MEASUREMENT 21
401.05 BASIS OF PAYMENT 21

SECTION 402 BITUMINOUS MATERIALS 1

402.03 CONSTRUCTION REQUIREMENTS 1
402.04 METHOD OF MEASUREMENT 4

SECTION 403 CRACK SEALING 1

403.02 MATERIALS 1
403.03 CONSTRUCTION REQUIREMENTS 1
403.04 METHOD OF MEASUREMENT 2

SECTION 407 TACK COAT 1

407.01 DESCRIPTION 1
407.02 MATERIALS 1
407.03 CONSTRUCTION REQUIREMENTS 1

TABLE OF CONTENTS

407.04 METHOD OF MEASUREMENT 1
407.05 BASIS OF PAYMENT 1

SECTION 409 SEAL COAT 1

409.03 CONSTRUCTION REQUIREMENTS 1
409.04 METHOD OF MEASUREMENT 4

SECTION 410 BITUMINOUS SURFACE TREATMENT 1

410.03 CONSTRUCTION REQUIREMENTS 1
410.04 METHOD OF MEASUREMENT 3

SECTION 411 COLD MILLING 1

411.03 CONSTRUCTION REQUIREMENTS 1
411.04 METHOD OF MEASUREMENT 2

DIVISION 500 CONCRETE CONSTRUCTION 1

SECTION 501 PORTLAND CEMENT CONCRETE PAVEMENT 1

501.03 CONSTRUCTION REQUIREMENTS 1
501.04 METHOD OF MEASUREMENT 13

SECTION 551 HYDRAULIC CEMENT CONCRETE 1

551.02 MATERIALS 1
551.03 CONSTRUCTION REQUIREMENTS 2
551.04 METHOD OF MEASUREMENT 25

SECTION 552 CONCRETE STRUCTURES 1

552.03 CONSTRUCTION REQUIREMENTS 1
552.04 METHOD OF MEASUREMENT 14
552.05 BASIS OF PAYMENT 14

SECTION 553 PRESTRESSED CONCRETE MEMBERS 1

553.03 CONSTRUCTION REQUIREMENTS 1
553.04 METHOD OF MEASUREMENT 11

SECTION 554 PRECAST CONCRETE PRODUCTS 1

554.03 CONSTRUCTION REQUIREMENTS 1
554.04 METHOD OF MEASUREMENT 3

SECTION 555 REINFORCING STEEL 1

555.03 CONSTRUCTION REQUIREMENTS 1
555.04 METHOD OF MEASUREMENT 3

SECTION 556 STEEL STRUCTURES 1

556.03 CONSTRUCTION REQUIREMENTS 1
556.04 METHOD OF MEASUREMENT 11
556.05 BASIS OF PAYMENT 11

SECTION 557 STEEL BRIDGE RAILING 1

557.01 DESCRIPTION 1
557.02 MATERIALS 1
557.03 CONSTRUCTION REQUIREMENTS 1
557.04 METHOD OF MEASUREMENT 1

SECTION 558 DRILLED SHAFTS 1

TABLE OF CONTENTS

558.02 MATERIALS 1
558.03 CONSTRUCTION REQUIREMENTS 1
558.04 METHOD OF MEASUREMENT 5

SECTION 559 PILING 1

559.03 CONSTRUCTION REQUIREMENTS 1
559.04 METHOD OF MEASUREMENT 6

SECTION 561 BRIDGE DECK MILLING 1

561.03 CONSTRUCTION REQUIREMENTS 1

SECTION 562 BRIDGE DECK REPAIR 1

562.03 CONSTRUCTION REQUIREMENTS 1
562.04 METHOD OF MEASUREMENT 3

SECTION 563 MODIFIED CONCRETE OVERLAY 1

563.02 MATERIALS 1
563.03 CONSTRUCTION REQUIREMENTS 1
563.04 METHOD OF MEASUREMENT 4

SECTION 564 STRUCTURE TOLERANCES 1

564.03 CONSTRUCTION REQUIREMENTS 1

SECTION 565 BEARING DEVICES 1

565.03 CONSTRUCTION REQUIREMENTS 1
565.04 METHOD OF MEASUREMENT 2
565.05 BASIS OF PAYMENT 2

DIVISION 600 MISCELLANEOUS CONSTRUCTION 1

SECTION 601 WATER SERVICE LINES 1

601.01 DESCRIPTION 1
601.02 MATERIALS 1
601.03 CONSTRUCTION REQUIREMENTS 1

SECTION 602 REMOVE AND RELAY PIPE CULVERT 1

602.03 CONSTRUCTION REQUIREMENTS 1
602.04 METHOD OF MEASUREMENT 1

SECTION 603 CULVERTS, STORM DRAINS, SANITARY SEWERS, STOCKPASSES, AND UNDERPASSES 1

603.03 CONSTRUCTION REQUIREMENTS 1
603.04 METHOD OF MEASUREMENT 5

SECTION 604 MANHOLES, COMBINATION MANHOLES AND INLETS, AND INLETS 1

604.03 CONSTRUCTION REQUIREMENTS 1
604.04 METHOD OF MEASUREMENT 1

SECTION 605 CONCRETE BARRIER RAIL 1

605.03 CONSTRUCTION REQUIREMENTS 1
605.04 METHOD OF MEASUREMENT 3

SECTION 606 GUARDRAIL 1

606.03 CONSTRUCTION REQUIREMENTS 1
606.04 METHOD OF MEASUREMENT 4

TABLE OF CONTENTS

SECTION 607 FENCES 1

607.03 CONSTRUCTION REQUIREMENTS 1
607.04 METHOD OF MEASUREMENT 4

SECTION 608 CONCRETE SIDEWALKS 1

608.03 CONSTRUCTION REQUIREMENTS 1
608.04 METHOD OF MEASUREMENT 2

SECTION 609 CURBS AND GUTTERS 1

SECTION 610 RE-VEGETATION 1

610.03 CONSTRUCTION REQUIREMENTS 1
610.04 METHOD OF MEASUREMENT 4

SECTION 611 CATTLE GUARDS 1

611.04 METHOD OF MEASUREMENT 2

SECTION 612 STRUCTURE FINISHES 1

612.02 MATERIALS 1
612.03 CONSTRUCTION REQUIREMENTS 1
612.04 METHOD OF MEASUREMENT 9
612.05 BASIS OF PAYMENT 10

SECTION 613 RIPRAP AND SLOPE PROTECTION 1

613.01 DESCRIPTION 1
613.02 MATERIALS 1
613.03 CONSTRUCTION REQUIREMENTS 1
613.04 METHOD OF MEASUREMENT 2

SECTION 614 RETAINING WALLS 1

SECTION 615 IRRIGATION FACILITIES AND HEADWALLS 1

SECTION 616 CONDUITS AND PULL BOXES 1

616.03 CONSTRUCTION REQUIREMENTS 1
616.04 METHOD OF MEASUREMENT 3

SECTION 617 TRAFFIC SIGNALS AND LIGHTING 1

617.03 CONSTRUCTION REQUIREMENTS 1
617.04 METHOD OF MEASUREMENT 9

SECTION 618 TRAFFIC CONTROL 1

618.03 CONSTRUCTION REQUIREMENTS 1
618.04 METHOD OF MEASUREMENT 15
618.05 BASIS OF PAYMENT 17

SECTION 619 SIGNS AND DELINEATORS 1

619.03 CONSTRUCTION REQUIREMENTS 1
619.04 METHOD OF MEASUREMENT 4
619.05 BASIS OF PAYMENT 6

SECTION 620 PAVEMENT MARKING APPLICATION 1

620.01 DESCRIPTION 1
620.02 MATERIALS 1
620.03 CONSTRUCTION REQUIREMENTS 1
620.04 METHOD OF MEASUREMENT 5

TABLE OF CONTENTS

SECTION 621 REMOVE, RESET, AND ADJUST FACILITIES 1

621.03 CONSTRUCTION REQUIREMENTS 1

SECTION 622 GEOTEXTILES 1

622.03 CONSTRUCTION REQUIREMENTS 2
622.04 METHOD OF MEASUREMENT 5

SECTION 623 MAILBOXES 6

623.01 DESCRIPTION 6
623.02 MATERIALS 6
623.03 CONSTRUCTION REQUIREMENTS 6
623.04 METHOD OF MEASUREMENT 6
623.05 BASIS OF PAYMENT 6

SECTION 624 WELDING 1

DIVISION 700 MATERIALS REQUIREMENTS 1

SECTION 701 AGGREGATES 1

701.01 AGGREGATE FOR CONCRETE 1
701.02 AGGREGATE FOR SURFACING 5
701.03 AGGREGATE FOR BITUMINOUS MIXTURES 10
701.04 FOUNDATION AND BEDDING MATERIAL FOR STRUCTURES 14
701.05 FILTER MATERIAL 15
701.06 RIPRAP AND ANCILLARY ARMOR 15
701.07 RESERVED 17
701.08 SAND-GRAVEL CUSHION 17
701.09 BACKFILL FOR METAL BIN-TYPE RETAINING WALLS 17
701.10 DRAIN AGGREGATE 17
701.11 GLASS CULLET FOR SOIL-AGGREGATE FILLER 17
701.12 DIGOUT AND SUB-EX REPLACEMENT MATERIAL 18
701.13 BRIDGE END BACKFILL 18

SECTION 702 BITUMINOUS MATERIALS 1

702.01 BITUMINOUS MATERIALS 1
702.02 TESTING AND ACCEPTANCE 1

SECTION 703 LIGHTING & SIGNAL MATERIALS 1

703.01 GENERAL 1
703.02 CONDUIT 1
703.03 PULL BOXES 1
703.04 STANDARDS AND POSTS 2
703.05 CONDUCTORS AND CABLE 8
703.06 SERVICE AND CONTROL ASSEMBLY 9
703.07 CONTROL EQUIPMENT 9
703.08 TRAFFIC AND PEDESTRIAN SIGNALS 10
703.09 LOOPS 11
703.10 PEDESTRIAN PUSH BUTTONS 11
703.11 LUMINAIRES 12
703.12 PHOTOELECTRIC CONTROLS 12
703.13 RADIO ANTENNAS 12
703.14 CLASS 4 TREATED TIMBER POLES 12
703.15 OVERHEIGHT DETECTOR 12

SECTION 704 SIGNING MATERIALS 1

TABLE OF CONTENTS

704.01 MATERIAL FOR SIGNS 1
704.02 FABRICATION OF SIGNS 5
704.03 FLEXIBLE DELINEATORS 5
704.04 LINEAR DELINEATION SYSTEMS 6

SECTION 705 GUARDRAIL 1

705.01 GUARDRAIL 1
705.02 WIRE ROPE AND CONNECTING HARDWARE 2
705.03 WOOD TREATMENT AND PAINTING 2

SECTION 706 TREATED AND UNTREATED TIMBER 1

706.01 STRUCTURAL TIMBER AND LUMBER 1
706.02 RESERVED 1
706.03 POLES AND POSTS 1
706.04 TREATED TIMBER AND LUMBER 1

SECTION 707 JOINT MATERIALS 1

707.01 JOINT FILLERS 1
707.02 CULVERT SEALERS 1
707.03 SHEET COPPER, RUBBER, AND PLASTIC WATERSTOPS 1

SECTION 708 CONCRETE, PLASTIC, AND FIBER PIPE 1

708.01 REINFORCED CONCRETE PIPE 1
708.02 CONCRETE PRESSURE PIPE 1
708.03 RESERVED 1
708.04 POROUS CONCRETE PIPE 1
708.05 PVC GRAVITY PIPE 1
708.06 PVC PRESSURE WATER PIPE 2
708.07 CORRUGATED POLYETHYLENE DRAINAGE PIPE 2
708.08 HIGH DENSITY POLYETHYLENE PIPE 2

SECTION 709 METAL PIPE 1

709.01 DUCTILE IRON AND STEEL WATER PIPE 1
709.02 CORRUGATED STEEL PIPE AND PIPE ARCHES 1
709.03 STEEL STRUCTURAL PLATE PIPE AND PIPE ARCHES 2
709.04 BITUMINOUS COATED CORRUGATED STEEL PIPE AND PIPE ARCHES, AND STEEL STRUCTURAL PLATE PIPE AND PIPE ARCHES 2
709.05 PRE-COATED, GALVANIZED STEEL CULVERTS AND UNDERDRAINS 2
709.06 CORRUGATED STEEL PIPE FOR UNDERDRAINS 2
709.07 CORRUGATED ALUMINUM PIPE AND PIPE ARCH CULVERTS 2
709.08 CORRUGATED ALUMINUM PIPE FOR UNDERDRAINS 2
709.09 SEAMLESS STEEL PIPE 2
709.10 COPPER PIPE 2
709.11 RESERVED 3
709.12 TYPE II ALUMINIZED CORRUGATED STEEL PIPE 3

SECTION 710 PAINTS 1

710.01 PIGMENTS, VEHICLES, AND THINNERS 1
710.02 PAINTS AND ENAMELS 1
710.03 POWDER COATING PREQUALIFICATION AND CERTIFICATION 5
710.04 ANTI-GRAFFITI COATING-PERMANENT 6
710.05 PAINT COATING SYSTEMS FOR EXISTING STRUCTURES 6
710.06 OVERCOATING SYSTEMS FOR EXISITING STRUCTURES 6

TABLE OF CONTENTS

SECTION 711 REINFORCING STEEL, STRUCTURAL STEEL HARDWARE, AND MISCELLANEOUS STRUCTURE ITEMS 1

711.01 REINFORCING STEEL 1
711.02 STRUCTURAL STEEL 1
711.03 STRUCTURAL STEEL TUBING 1
711.04 PINS AND ROLLERS 1
711.05 WELDING ELECTRODES 1
711.06 HIGH TENSILE STRENGTH BOLTS 1
711.07 BOLTS AND NUTS 2
711.08 GALVANIZED METAL 2
711.09 WELDED STUD SHEAR CONNECTORS 2
711.10 STEEL PILING 2
711.11 PRESTRESSING STEEL 2
711.12 CASTINGS 3
711.13 BEARING ASSEMBLY ANCHOR BOLTS FOR BRIDGES 3
711.14 ELASTOMERIC BEARING DEVICES 3
711.15 COMPRESSION JOINT SEALS 3
711.16 FIBER REINFORCED PADS 3
711.17 METAL BIN-TYPE RETAINING WALLS 3
711.18 MECHANICAL REBAR CONNECTORS 4
711.19 METRIC PLATE SUBSTITUTION 4
711.20 POLYTETRAFLUOROETHYLENE (PTFE) 5

SECTION 712 FENCING MATERIALS 1

712.01 CHAIN LINK FENCE 1
712.02 WIRE FENCE 2

SECTION 713 MISCELLANEOUS MATERIALS 1

713.01 WATER 1
713.02 HYDRATED LIME 1
713.03 CHLORIDES 1
713.04 CEMENT GROUT 2
713.05 TOPSOIL 3
713.06 WEED CONTROL MAT 3
713.07 RESERVED 3
713.08 SEED 3
713.09 FERTILIZER 4
713.10 MULCH 4
713.11 SOD 5
713.12 ROLLED EROSION CONTROL PRODUCTS 6
713.13 COMPOST 6

SECTION 714 PAVEMENT MARKING MATERIALS 1

714.01 TEMPORARY STRIPING TAPE 1
714.02 TEMPORARY STRIPING TABS 1
714.03 TEMPORARY WATERBORNE TRAFFIC PAINT 1
714.04 RESERVED 1
714.05 WATERBORNE TRAFFIC PAINT 1
714.06 EPOXY OR OTHER POLYMERIC TRAFFIC PAINT 2
714.07 PREFORMED PLASTIC PAVEMENT MARKING MATERIAL 3
714.08 REFLECTIVE GLASS BEADS 4

SECTION 715 TRAFFIC CONTROL DEVICES 1

715.01 SIGNS AND CHANNELIZING DEVICES 1

TABLE OF CONTENTS

715.02 CONSTRUCTION SIGN SUPPORT ASSEMBLIES 1
715.03 ADVANCE WARNING ARROW PANELS 1
715.04 WARNING LIGHTS 1
715.05 ADVANCE WARNING SIGNS 1

SECTION 716 GEOTEXTILES 1

716.01 GENERAL PHYSICAL REQUIREMENTS 1
716.02 SEPARATION GEOTEXTILE 2
716.03 STABILIZATION GEOTEXTILE 2
716.04 SUBSURFACE DRAINAGE GEOTEXTILE FILTER 2
716.05 PERMANENT EROSION CONTROL GEOTEXTILE 3
716.06 TEMPORARY SILT FENCE GEOTEXTILE 4

SECTION 717 CONCRETE SEALANTS 1

717.01 CONCRETE CURING MATERIALS 1
717.02 BRIDGE DECK SEALANTS 1
717.03 RAPID SETTING PATCH MATERIAL 2

TABLES 1

DIVISION 100 CONTRACT ADMINISTRATION

SECTION 101
DEFINITIONS AND TERMS

101.01 GENERAL

The Standard Specifications are written to the Contractor. They define the Contractor's responsibility in meeting each specification. The short sentences, written in the active voice, explain what the Contractor must do. The Specifications outline the expectations of the Department and explain what the Contractor must provide the Department. Unless otherwise noted, all actions are to be performed by the Contractor. "Will" statements mean the Department is responsible or will perform the action.

The Standard Specifications are written in English units. All submittals and documentation provided to the Department must be in English units.

The active voice writing style is recommended by the Federal Highway Administration Technical Advisory 5080.16. Examples of the writing styles are as follows:

1. **Passive Voice**: The Contractor shall construct the temporary detour as specified in the contract.
2. **Active Voice:** Construct the temporary detour as specified in the contract.

The titles and headings of the sections, subsections, and sub-parts are for the convenience of reference and do not necessarily have a bearing on their interpretation.

When a publication is specified, it refers to the most recent date of issue, including interim publications, before the date of bid receipts for the project unless the issue of a specific date or year is specified.

101.01.1 Design Build Contracts

Division 150 governs Design-Build Contracts.

101.02 ACRONYMS AND ABBREVIATIONS

Whenever the following acronyms and terms are used in the contract, the intent and meaning are interpreted as follows:

AAN.....American Association of Nurserymen
AAR.....Association of American Railroads
AASHTO .....American Association of State Highway and Transportation Officials
ACI .....American Concrete Institute
AGC .....Associated General Contractors of America
AISC.....American Institute of Steel Construction, Inc.
AISI .....American Iron and Steel Institute
ANSI.....American National Standards Institute, Inc.
ARA.....American Railway Association
AREA .....American Railway Engineering Association
ARM .....Administrative Rules of Montana
ARTBA .....American Road and Transportation Builders Association
ASC.....Activities Schedule Chart
ASCE .....American Society of Civil Engineers
ASME.....American Society of Mechanical Engineers
ASTM .....American Society for Testing and Materials
ATTSA.....American Traffic Safety Services Association
AWPA.....American Wood Preservers Association
AWS .....American Welding Society
AWWA.....American Water Works Association

BMP .....Best Management Practice
CAS.....Contract Administration Section
CES.....Construction Engineering Services
CFR.....Code of Federal Regulations
CMP .....Corrugated Metal Pipe
CO.....Change Order
COE .....U.S. Army Corps of Engineers
CPM .....Critical Path Method
CRSI .....Concrete Reinforcing Steel Institute
CTEP.....Community Transportation Enhancement Program
CUF.....Commercially Useful Function
CWI .....Certified Welding Inspector
D/A .....Dust to actual asphalt ratio
DBE.....Disadvantaged Business Enterprise
DEES .....District Environmental Engineering Specialist
DEQ .....Montana Department of Environmental Quality
DMS .....District Materials Supervisor
DNRC.....Montana Department of Natural Resources and Conservation
DP .....Dust to effective asphalt ratio
EBS.....Electronic Bid System
ECCS .....Engineering Construction Contracting Section
EEO .....Equal Employment Opportunity
EPA .....Environmental Protection Agency
ESAL.....Equivalent Single Axle Load
FETS.....Flared End Terminal Section
FHWA.....Federal Highway Administration
FSS .....Federal Specifications and Standards
FWP .....Montana Department of Fish Wildlife and Parks
HDPE .....High Density Polyethylene Pipe
IES .....Illuminating Engineering Society
IMSA .....International Municipal Signal Association
ITE .....Institute of Transportation Engineers
MASH.....Manual for Assessing Safety Hardware
MCA .....Montana Code Annotated
MDT .....Montana Department of Transportation
MPDES .....Montana Pollutant Discharge Elimination System
MSDS.....Material Safety Data Sheet
MT.....Montana Test Method
MUTCD .....Manual on Uniform Traffic Control Devices
NBS.....National Bureau of Standards
NCHRP .....National Cooperative Highway Research Program
NEC .....National Electric Code
NEMA.....National Electrical Manufacturers Association
NHS .....National Highway System
NOI.....Notice of Intent
NPDES.....National Pollutant Discharge Elimination System
OHV .....Off Highway Vehicles
OSHA.....Occupational Safety and Health Administration
PCC .....Portland Cement Concrete
PCCP .....Portland Cement Concrete Pavement
PCI .....Pre-stress Concrete Institute

PGAB .....Performance Graded Asphalt Binder
PLS .....Pure Live Seed
PTW .....Presently Traveled Way
PVC.....Polyvinyl Chloride Pipe
QA.....Quality Assurance
Q&A .....Contractor's Question and Answer Forum
QPL.....Qualified Products List
RAP.....Recycled Asphalt Pavement
RCP .....Reinforced Concrete Pipe
ROW or R/W .....Right of Way
SAE.....Society of Automotive Engineers
SBE.....Small Business Enterprise
SHPO.....State Historic Preservation Office
SPA.....Stream Protection Act
SSPC .....Society for Protective Coatings
SWPPP .....Storm Water Pollution Prevention Plan
TESC.....Temporary Erosion and Sediment Control
TMECC .....Test Methods for Evaluating Compost and Composting
TMP .....Traffic Management Plan
TRM .....Turf Reinforcement Mat
UL .....Underwriters Laboratory
USASI .....United States of America Standards Institute
VE .....Value Engineering
VFA .....Voids Filled with Asphalt
VMA .....Voids in Mineral Aggregate
VTM .....Voids in the Total Mix
WASHTO.....Western Association of State Highway Transportation Officials
WAQTC.....Western Alliance for Quality Transportation Construction
WN.....Written Narrative
WWPA.....Western Wood Products Association
WZ .....Work Zone

The Department uses the following English abbreviations in the Schedule of Items for the respective units of measurement. Metric abbreviations are for information only.

TABLE 101-1
MEASUREMENT ABBREVIATIONS

English		Metric		English		Metric	
Length				**Area**			
inch	in.	millimeter	mm	square inch	in^2	square millimeter	mm^2
foot	ft.			square foot	ft^2		
yard	yd.	meter	m	square yard	yd^2	square meter	m^2
mile	mi.	kilometer	km	acre	acre	hectare	ha
course mile	CR. mi.	course kilometer	CR km	square mile	mi^2	square kilometer	km^2
Volume				**Weight**			
cubic inch	in^3	cubic millimeter	mm^3	ounce	oz.	gram	g
cubic foot	ft^3			pound	lb.	kilogram	kg
cubic yard	yd^3	cubic meter	m^3	ton	t.	metric tonne	MT
Liquid Measure				**Temperature**			
ounce	fl. oz.	milliliter	ml	degree Fahrenheit	°F	degree Celsius	°C
gallon	gal.	liter	L				
Speed				**Pressure**			
miles per hour	mph	kilometers per hour	kph	pounds per square inch	psi	kilopascals	kPa

101.03 DEFINITIONS

ACTUAL COST

The cost incurred by the Contractor in the performance of work. Actual cost includes labor, material, actual ownership cost of equipment determined from the owner's records, or invoiced rental rates, and administrative overhead.

ADDENDUM

A contract revision developed after advertisement and before opening proposals. Addenda include the Question and Answer Forum and amendments.

ADDITIONAL WORK

Additional work is an increase in the quantity of a contract item.

ADMINISTRATOR

The District Administrator, or the authorized representative, is responsible for the administrative oversight of the project.

ADVERTISEMENT

The public announcement inviting proposals for the advertised work.

AMENDMENT

Contract revision to the electronic bid files including added bid items, deleted bid items, or bid item quantities.

AWARD

The acceptance of a proposal by the Commission.

AQUATIC RESOURCES

Aquatic resources may include, but are not limited to, wetlands, springs, streams (perennial, ephemeral, and intermittent drainages), rivers, lakes, ponds, reservoirs, agricultural irrigation systems and associated riparian areas.

BASE

One or more layers of specified material placed on the subgrade to support the surface course.

BIDDER

Any individual or entity submitting a proposal for advertised work.

BID DOCUMENTATION

Any writings, working papers, computer printouts, computer generated and/or computer stored information, electronically stored information, charts, schedules of any kind (e.g., CPM, bar chart, etc.), and any data compilations, computerized or not, used by the bidder to determine the bid submitted for a contract. Bid documents includes, but is not limited to, the following:

- Bidder equipment internal rates for ownership.
- Bidder overhead rates.
- Labor rates.
- Cost coding.
- Equipment and manpower loading of activities.
- Efficiency or productivity factors.
- Scheduling calculations.
- Review or analysis of the site of work.
- Analysis of how the work should be performed.
- Arithmetic extension.
- Worksheets used to prepare the bid (identifying by name and edition any software programs used to prepare them); and
- All quotations to the extent that these items were used in formulating and preparing the amount of the bid.

Bid Documents also includes identification of all manuals used by the bidder in preparing the bid for this contract, referenced by title, author, edition, date, and page or section number. The term does not include bid documents provided by the owner (e.g., plans, specifications, etc.) for use by the bidder in preparation of the bid proposal. Convert electronic information into paper copies for submittal purposes.

BRIDGE

A structure, including supports, erected over a depression or an obstruction, such as water, a highway, or a railway, and having a track or passageway for carrying traffic or other moving loads and a length measured along the center of roadway exceeding 20 feet between under-copings of abutments or extreme ends of openings for multiple boxes.

The bridge length is the overall length measured along the line of survey stationing between backs of abutment backwalls or between ends of the bridge floor, but never less than the total clear opening of the structure.

The bridge roadway width is the clear width measured at right angles to the longitudinal centerline of the bridge between the bottom of curbs or guard timbers or, in the case of multiple heights of curb between the bottoms of the lower risers.

BUSINESS DAY

All days are considered business days except Saturdays, Sundays, and holidays.

CALENDAR DAY

Every day shown on the calendar, beginning, and ending at midnight.

CHANGE ORDER

A written order issued to the Contractor covering changes to the original contract and establishing the agreed-upon basis of payment and time adjustments for the work affected by the changes.

CHIEF ENGINEER

The Highways Engineering Division Administrator is designated "Chief Engineer" for the Department who establishes engineering policy, resolves technical issues, and resolves Contractor disputes.

CLAIMS REVIEW BOARD

The Board consists of the Chief Engineer, the Statewide Project Development Engineer, and the Chief Counsel, with the CES Engineer as Secretary to the Board. The FHWA Field Operations Engineer and Statewide Project Delivery Engineer are non-voting members.

COMMISSION

As provided by Section 2-15-2502 MCA, (as amended), the Transportation Commission is a quasi-judicial board assigned to the Department of Transportation for administrative support only.

CONFORMITY

Is compliance with:

1. Reasonable and customary manufacturing and construction tolerances where working tolerances are not specified; or
2. The specified working tolerances.

CONSTRUCTION CHANGE DIRECTIVE

A written order issued and signed by the Department directing a change in the work by the Contractor with an adjustment for Contract Sum or Contract Time or both. The compensation is as determined to be fair and equitable by the Department and does not require the consent or signature of the Contractor or Surety.

CONTRACT

The written agreement between the Department and the Contractor detailing the obligations of the parties for performing the prescribed work.

The contract includes the proposal; Q&A forum, signed contract award form; contract bond; specifications; general and detail plans; Detailed Drawings; Notice to Proceed; Materials Manual; change orders, and extra work orders required to complete the project.

CONTRACT BOND

The approved security on the Department’s form, executed by the Contractor and its surety or sureties, guaranteeing the complete execution of the contract and all supplemental agreements thereto and payment of all legal debts pertaining to the construction of the project.

CONTRACT ITEM (PAY ITEM)

A specific unit of work for which a price is provided in the contract.

CONTRACT TIME

The number of working days, calendar days, or the fixed completion date allowed for completing the contract, including authorized time extensions.

CONTRACTOR OR PRIME CONTRACTOR

The individual or legal entity contracting with the Department to perform the prescribed work. When used in the specifications, Prime Contractor has the same meaning as Contractor.

CULVERT

Any structure not classified as a bridge that provides an opening under the roadway.

DELAY

Any event, action, force, or factors that causes the contract work to extend beyond the specified contract time.

A. Compensable Delay. An excusable delay for which the Contractor may be entitled to additional compensation.

B. Excusable (Non-compensable) Delay. A delay to the contract or milestone/phase completion date that was beyond the Contractor's control and for which a contract or milestone time extension may be granted.

C. Non-excusable Delay. A reasonably foreseeable delay to the contract completion date within the Contractor's control. No monetary compensation or time extension will be granted.

DEPARTMENT OF TRANSPORTATION

The State of Montana, Department of Transportation, acting through the Director and the Commission when the State is the awarding authority. Where Department is used alone, it means the Montana Department of Transportation. The Department's mailing address is Montana Department of Transportation, 2701 Prospect Avenue, P.O. Box 201001, Helena, MT 59620-1001.

DETAILED DRAWINGS

An edition of special drawings, including necessary detailed instructions that pertain to certain items of work contained in Department projects.

DIFFERING SITE CONDITIONS

Subsurface or latent physical conditions at the site that:

1. Differ materially from those indicated in the contract; or

2. Differ materially from conditions normally encountered or, those conditions generally recognized as inherent in the nature of the work required in the contract; or

3. Unknown physical site conditions of an unusual nature. This does not refer to non-physical conditions (e.g., working relationships, etc.).

DIRECTOR

The chief administrative officer of the Department, as established by law, and the Director's authorized agents.

ENGINEER

The highest-ranking professional engineer in the district office, usually the administrator, District Project Delivery Engineer, or their authorized representative, responsible for engineering and administrative supervision of the project.

EQUIPMENT

All machinery, tools, apparatus, and supplies necessary for the upkeep, maintenance, construction, and completion of the project.

EQUITABLE ADJUSTMENT

An adjustment in the contract price or time.

EXTRA WORK

Work added to the original contract required for the completion of the contract.

EXTRA WORK ORDER

A written agreement amending the contract that identifies work to be paid for at agreed prices or by force account under Subsection 109.04.

FIXED COMPLETION DATE

For Completion Date Contracts, the fixed calendar date that all work on the project is to be complete.

FORCE ACCOUNT WORK

A basis of payment to perform extra work when procedures of negotiation are unsuccessful. Force account work will be paid for under Subsection 109.04.2.

HOLIDAYS

Legal holidays are defined in Montana Code Annotated Section 1-1-216.

INSPECTOR

The Engineer or Project Manager's authorized representative assigned to make inspections of work and materials furnished.

INVITATION FOR BIDS

The advertisement for proposals for work or materials on which bids are requested. The advertisement goes out to interested parties to allow potential bidders an opportunity to examine the site, material sources, etc. It will indicate the estimated quantities and location of the work to be done or character and quantity of the material to be furnished and the time and place of the opening of proposals.

JOINT VENTURE

An agreement between two or more persons or entities to be jointly and severally responsible for the performance of a contract.

LABORATORY

The Department testing laboratory or other testing laboratory designated by the Engineer.

LIQUIDATED DAMAGES

A specific sum (or a sum readily determinable) of money stipulated by the Department as the amount to be recovered for each day of delay in delivery of the completion of the contract.

MAJOR ITEM

Individual bid items having a bid value equal to or exceeding 10% of the total Contractor's bid.

MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES (MUTCD)

The FHWA Manual on Uniform Traffic Control Devices its current edition and its revisions. It includes the basic principles for the design and use of traffic control devices but recognizes that engineering judgment is essential to the proper use of traffic control devices. The manual may be supplemented by Standard Specifications, Special Provisions, and by project circumstances when approved by the Engineer (See MUTCD, Section 2A.03 Standardization of Application).

MATERIALS

Substances specified for use in the construction of the project. Furnish new materials unless otherwise specified or approved.

MEDIAN

The portion of a divided highway separating the traveled ways for traffic in opposite directions. Separation may be by open ground, raised median, or paint not including centerline stripping.

NIGHT OR NIGHTTIME

Defined as the period of time beginning at sunset and ending at sunrise. Night work is that which occurs during this time. The FWP sunrise/sunset tables, available on the FWP website, are used for specific sunrise/sunset times.

NO WORK DAYS

Days that work is prohibited under the contract.

NOTICE TO PROCEED

Written notice to the Contractor to proceed with the contract work including the starting date of contract time.

OFF-HIGHWAY VEHICLE

A vehicle that exceeds legal weight limits or cannot be legally registered or licensed to operate on public roadways.

PAVEMENT STRUCTURE

The combination of base course and surface course placed on a subgrade to support and distribute the traffic load to the roadbed.

PLANS

The approved contract drawings showing the location, type, dimensions, and details of the work required under the contract.

PROFILE GRADE

The trace of a vertical plane intersecting the top surface of the proposed wearing surface, usually along the longitudinal centerline of the roadbed. Profile grade means either elevation or gradient of such trace according to the context.

PROJECT

The specific section of the highway or location on which construction is to be performed under the contract.

PROJECT MANAGER

The Project Manager is the authorized representative of the Engineer. The Project Manager is responsible for direct oversight and documentation of the project. The Project Manager is the Contractor’s first contact for all project related issues unless another person or agency is specifically stated in the contract.

PROJECT RECORDS

All correspondence, reports, proposals, minutes, articles, logs, calendars, diaries, computations, tabulations, computer printouts, bills, statements, invoices, vouchers, bills of lading, schedules, purchase orders, contracts, agreements, accounts, checks, tape recordings, photostats, video recordings, photographs, sketches, drawings, charts, graphs, transcripts, and other similar objects, any of which pertains to a project or project costs, of a Contractor and its subcontractors.

PROPOSAL

A written offer by a bidder, on Department furnished forms, to complete the project at the quoted prices within the specified contract time. Also called "Bid Proposal".

PROPOSAL FORM

The approved form on which bids must be prepared and submitted.

PROPOSAL GUARANTY

The security furnished with a proposal to guarantee that the bidder enters into the contract if its proposal is accepted.

QUESTION AND ANSWER FORUM

Information which documents contract amendments and addenda posted during advertisement and prior to the opening of proposals. Q&A Forum information includes notifications, clarifications and the answers provided by the Department to questions posed by the prospective bidders. Unanswered questions posed by prospective bidders are not considered modifications to the contract. Questions posed by prospective bidders are considered contextual information only.

QUALITY ASSURANCE

A. **Acceptance Plan.** A statistically based procedure for evaluating acceptance test results.
B. **Lot.** A discrete quantity of material evaluated for acceptance.
C. **Price Reduction.** A pre-established decrease in payment to the Contractor for a contract bid item in which the quality and workmanship, determined by statistical means, is at the lower limit of the acceptance range.
D. **Quality Assurance.** A statistical based process to determine the acceptability of a given product. Also known as "lot by lot" or "lot" basis or system.
E. **Quality Incentive Allowance.** A pre-established increase in payment to the Contractor for a contract bid item in which a superior level of quality and workmanship, determined statistically, was performed.
F. **Random Sampling.** A selection procedure in which all potential samples have an equal chance of being selected for testing.

QUALITY CONTROL

A. **Quality Control.** Operational techniques and activities used to control the quality of a product or service in order to satisfy given requirements.
B. **Quality Control Plan.** A Contractor prepared plan describing the type and frequency of Contractor inspection, sampling, and testing necessary to measure and control the various properties governed by the contract specifications.

RENTAL RATES

Hourly rates approved by the Department for furnishing and operating various types of construction equipment.

RESOURCES

The labor, equipment, and material necessary to perform work on a contract bid item or other contract work element.

RESPONSIVE BID

A bid that meets all requirements of the Proposal and Instructions to Bidders.

RESPONSIBLE BIDDER

A bidder that the Department determines has the skill, ability, and integrity to perform the project. The Department's standards of responsibility are in Section 18.3.201, ARM.

RIGHT-OF-WAY

Land, property, or interest acquired for or devoted to a highway.

ROAD, HIGHWAY OR STREET

A public way for vehicular travel, including the entire area within the right-of-way.

ROADBED

The graded portion of a highway within the top and side slopes prepared as a foundation for the pavement structure and shoulders.

ROADSIDE

The areas between the outside edges of the shoulders and the right-of-way boundaries and other areas within the right-of-way not intended for motorized travel.

ROADSIDE DEVELOPMENT

Those items necessary for:

1. The preservation of landscape materials and features.
2. The rehabilitation and protection against erosion of areas disturbed by construction through seeding, sodding, mulching, composting, and the placing of other ground covers; and suitable plantings; and
3. Other improvements that increase the effectiveness and enhance the appearance of the highway.

Unless specified different in the contract, the following are the roadside areas:

1. Area 1. Areas with slopes of 3:1 and flatter.
2. Area 2. Areas with slopes steeper than 3:1.
3. Area 3. A 15.0-foot wide strip adjacent and parallel to the finished pavement, along both roadsides.

ROADWAY

The portion of a highway within the limits of construction.

SHOULDER

The portion of the roadway adjacent to the traveled way for accommodation stopped vehicles for emergency use and for lateral support of base and surface courses.

SIDEWALK

That portion of the right-of-way constructed for pedestrian use.

SPECIAL PROVISIONS

Modifications to the Standard Specifications applicable to an individual project.

SPECIFICATIONS

The compilation of provisions in this book and Special Provisions for the performance of the project.

STATE

The State of Montana acting through its authorized representative.

STORMWATER CONSTRUCTION GENERAL PERMIT

Will be hereby referred to as the General Permit.

STRUCTURES

Bridges, culverts, catch basins, drop inlets, retaining walls, cribbing, manholes, end walls, buildings, sewers, service pipes, underdrains, foundation drains, and other features that may be encountered in the work.

SUBCONTRACTOR

An individual or legal entity, to which a Contractor subcontracts, assigns, or otherwise disposes of any part of the work. This includes subcontractors at any contract tier, such as sub-subcontractors, etc.

SUBGRADE

The top surface of a roadbed upon which the pavement structure, shoulders, and curbs are constructed.

SUBSTRUCTURE

All of the structure below the bearings of simple and continuous spans, skewbacks of arches, and tops of footings of rigid frames, together with the backwalls, wingwalls, and wing protection railings.

SUPERINTENDENT

The Contractor's authorized representative in responsible charge of the work.

SUPERSTRUCTURE

The entire structure except the substructure as defined in this section.

SURETY

The legal entity or individual, other than the Contractor, executing a bond furnished by the Contractor (see Section 28-11-401 MCA).

SURFACE COURSE

One or more layers of a pavement structure designed to accommodate the traffic load, the top layer of which resists skidding, traffic abrasion, and the disintegrating effects of climate. The top layer is sometimes called the "wearing course."

TITLES (OR HEADINGS)

The titles or headings of the divisions, sections, and subsections are for convenience of reference and do not have any bearing on their interpretation.

TOPSOIL

Topsoil under Section 203 is soil that supports normal plant growth.

Topsoil under Section 610 is soil that supports normal plant growth and meets Subsection 713.05 requirements.

TRAVELED WAY OR PRESENT TRAVELED WAY

The existing paved or graveled roadway section in use including the shoulders and auxiliary lanes. Also referred to as the PTW.

UNBALANCED BID

A. **Materially Unbalanced.** A bid that generates a reasonable doubt that award to the bidder submitting a mathematically unbalanced bid results in the lowest ultimate cost to the Department.
B. **Mathematically Unbalanced.** A bid containing lump sum or unit bid items that do not reflect reasonable actual costs plus a reasonable proportionate share of the bidder's anticipated profit, overhead costs, and other indirect costs.

UNUSUALLY SEVERE WEATHER

Unusually severe weather is weather that is more severe than the adverse weather anticipated for the season or location involved.

WINTER PERIOD

All days from November 16th through April 15th, inclusive.

WORK

The furnishing of all resources necessary to complete the project.

WORKING DAY

Any day that is charged against contract time in a Working Day contract.

WORKING DRAWINGS

Stress sheets, shop drawings, erection plans, falsework plans, framework plans, cofferdam plans, bending diagrams for reinforcing steel, or other supplementary plans or similar data that the Contractor is required to submit to the Project Manager.

SECTION 102
BIDDING REQUIREMENTS AND CONDITIONS

102.01 JOINT-VENTURE BIDS

Execute a "Declaration of Joint Venture and Power of Attorney" form, available from the Department's ECCS, to submit bid packages for highway construction as a joint venture. Designate the joint venture business name and specifically authorize a person to execute all bid packages and contracts with the Department on behalf of all individuals and legal entities of the joint venture. Authorize this person to receive all monies due under the contract and issue binding receipts and releases with the Department. Include joint-venture affidavits in the proposal.

Joint venture firms do not need to separately incorporate.

102.02 CONTENTS OF BID PACKAGE

The bid package ordinarily includes the following:

1. Proposal.
2. DBE and SBE Requirements.
3. Schedule of Items.
4. Special Provisions.
5. Current Supplemental Provisions.
6. Wage rate schedules.
7. Other documents included by reference but not attached.
8. FHWA form 1273 (Required Contract Provisions for Federal-aid Construction Contracts), when applicable.
9. EEO Affirmative Action Requirements on Federal and Federal-aid Construction Contracts; and
10. Contract Plans.

102.03 CONTRACTOR REGISTRATION

Montana law requires all contractors, except those exempted by MCA 39-9-211, to register with the Montana Department of Labor & Industry.

Register before executing a contract on federal-aid projects.

Register before submitting a bid on state-funded projects.

Contact the Department of Labor & Industry at (406) 444-7734 for more information.

102.04 ISSUANCE OF PROPOSALS

The Department reserves the right to refuse to issue a bid package to a bidder for any of the following reasons:

1. Uncompleted work that the Department determines might hinder or prevent the prompt completion of additional work.
2. Default under previous contracts.
3. Failure to reimburse the Department for an overpayment made on any contract or contracts after written notification of the overpayment that is due.
4. Failure to pay, or satisfactorily settle, all bills due for labor and material on any contract in force at the time of issuance of proposals.
5. Unsatisfactory performance on a previous or current contract; or
6. Misconduct that is of such a serious nature as to adversely affect the Contractor's ability to perform future work.

Request bid packages from the Department.

Pay the Department the sum stated in the Invitation for Bids for each copy of the bid package.

102.05 QUANTITIES OF WORK IN THE PROPOSAL

Submit unit bid prices for the estimated quantities.

Estimated quantities may be increased or decreased under the contract.

Payment is made for the actual quantities of work performed and accepted or materials furnished and accepted under the contract.

102.06 EXAMINATION OF DOCUMENTS AND SITE OF WORK

Examine the proposed work site including the existing field staking and documents before submitting a proposal. Submitting a proposal is an affirmative statement by the bidder that the bidder has examined the site and is satisfied with the conditions to be encountered in performing the work and the bid package requirements.

The Department is not bound by any statement or representation concerning conditions or description of the work unless included in the bid package. Do not rely on oral explanations or instructions given by Department employees or agents before award of the contract. Accept these as non-binding oral explanations or instructions and relying on them is solely at the Bidder's risk.

The following are for informational purposes only and are not part of the contract:

1. Mass Diagrams.
2. Dirt runs.
3. Bridge as-builts.

The Department does not guarantee the accuracy of these documents.

The information contained in the mass diagrams and dirt runs are only one example of how the project can be built.

The contractor should not rely solely on the bridge as-built drawings provided for bidding purposes.

The Contractor is responsible for using its own means and methods for determining how the job is to be built. The Contractor's reliance on these documents is at their own risk.

Immediately submit any request for an explanation of the meaning or interpretation of the bid package to the Department's Q&A Forum found at http://www.mdt.mt.gov.

The records of any subsurface investigation conducted by the Department are available for inspection as a public document. When not included in the bid package, inspect available records at the Materials Bureau, Bridge Bureau in Helena, or the District where the project is located.

The records of subsurface investigations are not a part of the bid package or contract but are available to all bidders for informational purposes only. There is no warranty or guaranty, either expressed or implied, that the subsurface investigation records disclose the actual conditions that will be encountered during the performance of the work. Department subsurface investigation results may differ from a bidder's independent subsurface evaluation due to different sampling techniques, the date of the investigation, etc. Using or relying on Department subsurface investigations is at the bidder's risk. The bidder must perform and rely on its independent subsurface evaluation made before submitting a bid proposal. Submittal of a bid is an affirmative statement that an independent subsurface evaluation was made, and Department subsurface investigations were not relied on. Individual test boring log data included in the Department's subsurface investigation records apply only to that particular boring taken on the date indicated. The character of any material or conditions between or around test borings on the date of the site examination is not conclusive.

Submission of a bid waives any potential claim of the above, including a claim of justifiable reliance on such information or materials.

Do not take advantage of an apparent error, omission, or ambiguity in the bid package. Upon discovery, immediately submit the discovery to the Department's Q&A Forum found at http://www.mdt.mt.gov if an error, omission, or ambiguity exists and why it appears erroneous, omitted, or ambiguous. Advise bidders submitting a subcontract quotation of this obligation and clarify their responsibility to include this information with their subcontract quotation. The Department

will clarify the error, omission, or ambiguity and, if necessary and possible, issue an addendum to all prospective bidders before opening bid packages.

Do not submit a bid proposal or a subcontract quote without receiving clarification. Failure to provide written notification is a waiver of the error, omission or ambiguity, and additional compensation or contract time will not be allowed.

The Department, for most projects, prepares preliminary bid packages (plans and special provisions) to provide advance notice to prospective bidders of the general requirements for those projects. Preliminary packages are not in final form, and there may be substantial changes between the preliminary and final bid package released for bid letting. Use the preliminary packages only for general familiarization with the project. Request final bid packages for use in bidding. Do not base any bid on a preliminary package.

102.07 BIDDING REQUIREMENTS

Submit bids only using the Electronic Bid System (EBS) that generates the required Proposal, Schedule of Items, DBE and SBE requirements, and indicates acknowledgement of addenda if applicable.

A. Distribution Procedures. The Department will make electronic bid files and addendum files available to prospective bidders. Bidders may obtain EBS packages free of charge from the Department's Contractor's System Internet Site, http://www.mdt.mt.gov.

B. Bidding Requirements. Ensure bids submitted using the EBS format contain a Proposal guarantee, an EBS generated Proposal, Schedule of Items, and DBE and SBE requirements when applicable.

Written changes to the Schedule of Items, or a bidder's non-submission of every page from the AASHTOWare Project BidsTM EBS file, (including all Schedule of Items pages, Bidder's List page, and all DBE and SBE pages), automatically renders the bid non-responsive, and the bid will not be read or considered.

Acknowledge addenda using the amended EBS project file to generate the Proposal, Schedule of Items and DBE and SBE requirements. It is the bidder's responsibility to ensure that they acquire and apply addenda files when applicable.

1. **DBE Quotes.** The Department has a quick and easy way for you to request quotes from Montana DBE-certified companies. The information goes to the DBE companies that same day. The on-line form is located at web site: https://app.mdt.mt.gov/dbeqt/.

   Call the Department DBE Supportive Services, 1-800-883-5811, for further assistance. Using this online request form will be considered for good faith efforts, but it does not constitute meeting all requirements of good faith efforts

C. Determination of Bid Responsiveness. Bids are opened at the designated time and inspected to determine if the following requirements are met:

1. **Schedule of Items.** Unit Prices are provided for all required bid items. A complete and verifiable Schedule of Items is provided.
2. **Proposal Guarantee.** The bid bond is on the most current version of form MDT-CTP-102-07-1; is signed and sealed in the proper places; a copy of the agent's Power of Attorney for the insurance company is attached; and contains the correct and complete project number; all signatures are original (stamped signatures are unacceptable). A qualified third-party surety agency must verify the proposal guarantee. Electronic bid bond verification must be submitted through AASHTOWare Project Bids and Bid ExpressTM. Contact Bid Express for more information on electronic bid bond verification.

   If an error occurs with electronic bid bond verification through AASHTOWare Project Bids and Bid Express, submit the Electronic Bid Bond (form MDT-CTP-102-07-2) in Adobe PDF format via email to (mdteccs@mt.gov) prior to the bid opening. Hard copy or

paper bid bonds submitted to the Department will not be accepted. Bids that include submission of a bid bond without electronic verification or Electronic Bid Bond (form CPB-102-07) will be deemed non-responsive.

3. **Addenda.** All addenda are acknowledged by using the correct electronic file.
4. **Proposal.** The proposal is signed and notarized in the designated places or in acceptable digital format; and all signatures are original (stamped signatures are unacceptable).
5. **Bidder's List.** The bidders list file must be attached and include the required information for the Prime Contractor, subcontractors, and suppliers that provided a quote for the project, as outlined in 49 CFR 26.11.

A bid is non-responsive if any of the above requirements is not met.

For non-responsive bids, only the Contractor's name, and the reason for the non-responsiveness determination, will be announced at the letting. The Department retains non-responsive bids.

Submission of a bid is a statement by the bidder that sufficient time was available to adequately prepare a Proposal and conduct a complete investigation of the work site and all contract documents.

102.08 REJECTION OF BID PROPOSALS

The Commission reserves the right to reject bid Proposals, waive technicalities, or advertise for new Proposals.

A Proposal is irregular and will be rejected as non-responsive for any of the following:

1. Failure to complete the bid bond form, or Proposal, provided by the Department, by all specified persons, including notaries, in the correct blocks.
2. There are unauthorized additions, conditional or alternate bids, or irregularities that make the bid package incomplete, indefinite, or ambiguous.
3. The Proposals for two or more projects advertised separately are connected or made contingent one upon the other so that the Proposal for one project carries a provisional deduction in the bid price on one or more of the other projects.
4. Any unauthorized provisions are added reserving the right to accept or reject an award or to enter into a contract pursuant to an award.
5. More than one Proposal for the same work from an individual, firm, corporation, partnership, or joint venture under the same or different name is submitted using the same format.
6. Evidence of collusion among bidders exists. Participants in collusion will not receive recognition as bidders, either singly or as a joint venture, for future Department work until reinstated as qualified bidders.
7. Bidder fails to properly complete and sign by electronic signatures on the most current Department-furnished Proposal and appropriate bid bond forms.
8. Failure to acknowledge receipt of electronic addenda by using the correct electronic files.
9. Failure to submit a complete Schedule of Items, or an unverifiable Schedule of Items.
10. The bidder does not complete/submit all required sections from the AASHTOWare Project BidsTM EBS file.
11. Failure to provide a Bidder's List.

A Proposal is considered irregular and may be rejected as non-responsive for any of the following:

1. The unit prices contained in the Proposal are mathematically and/or materially unbalanced.
2. Non-compliance with the DBE and SBE requirements.

If Bid ExpressTM Software indicates an error, the Department will determine if the Proposal is non-responsive.

102.09 PROPOSAL GUARANTY

Make the Proposal guaranty unconditionally payable to the Department for no less than 10% of the Proposal. Provide the guaranty by bid bond with the Proposal. The guaranty must be a bid bond executed by a surety corporation authorized to do business in the State of Montana.

102.10 DELIVERY AND PUBLIC OPENING OF PROPOSALS

Bid Proposals are opened publicly at the place, time, and date specified in the "Invitation for Bids."

Submit by the date and hour set for the opening of bid Proposals to the Department officials conducting the bid opening.

The clock designated by the Department bid opening officials determines the bid opening time.

Bid proposals will be deemed non-responsive if:

1. Proposals are received after the specified time.
2. Submitted by facsimile machines.
3. Submitted by sealed envelope.
4. Not properly addressed and identified.

Submit bids via the Internet and Bid ExpressTM.

1. Access to the electronic bidding information is available on Bid ExpressTM at www.bidx.com and the MDT Contractors System Internet Site at http://www.mdt.mt.gov.
2. When installing the Bid program, enter the vendor code that was issued by the Department. Before running the electronic bidding programs, read the on-line help documentation for the AASHTOWare Project BidsTM software.
3. Acknowledge all addenda in the electronic bid submitted.
4. Select tools and then check bid from the Windows AASHTOWare Project BidsTM menu to check the bid and ensure there are no errors prior to submitting the electronic bid. The electronic bid may be changed and resubmitted electronically to Bid Express TM as many times as desired before the advertised cutoff time. The last bid submitted for a given Bid opening as of the cutoff time will be the only bid considered. If a bidder chooses to submit Proposal using Bid ExpressTM and submits a hard copy bid, the electronic copy of the bid controls.
5. Make no claim against the Department in the event it is unable to submit its bid to Bid ExpressTM and/or Bid ExpressTM is unable to submit the bid(s) to the Department. The Department reserves the right to postpone or cancel the public opening of bids in the event of internet, Bid ExpressTM or Department technical difficulties.

102.11 WITHDRAWAL OF PROPOSALS

Submit withdrawal requests to ECCS before the time set for opening bid proposals. A bidder may withdraw any Proposal using EBS, or by submitting the Bid Withdrawal form to ECCS via email to (mdteccs@mt.gov) before any bid Proposal on that project is opened.

If a bidder discovers a material (factual, not judgmental) mistake in its bid after the bids have been opened, the bidder understands and agrees that it may either perform the contract as originally bid or request permission from the Department to withdraw its bid.

The request must be received by ECCS no later than 4:30 p.m. 2 business days after the day of the bid opening (not counting the day of the opening). The request must be made on a form provided by the Department, signed by the bidder and accompanied by all worksheets used in the preparation of the bid, requesting relief from forfeiture of the bid bond and the responsibilities of award. The request must describe the specific error(s), how they were made and who made them,

and must certify that the worksheets provided are those that were used in preparing the erroneous bid.

The Department will review the request to determine if a mistake occurred, was material and factual, and whether the bid should be allowed to be withdrawn. If the Department does not concur in the error or determines that the error has not been sufficiently proven, it may recommend awarding the contract. If the bidder refuses to execute the awarded contract as it was bid, the bid bond will be forfeited as stated under Section 18-1-204 MCA.

102.12 DEBARMENT

Federal statutes and regulations adopted pursuant to federal statutes, require that any firm or individual submitting a bid on a federal-aid project certify compliance with Part XI of FHWA form 1273 (Required Contract Provisions - Federal-aid Construction Contracts) and that firm or individual must obtain and furnish the Department certification that all subcontractors, material suppliers, vendors, and other lower tier participants used are in compliance with Part XI of FHWA form 1273.

Make certification part of each subcontract, material supply agreement, purchase order, and other covered lower tier transaction. Covered lower tier transactions include primary material purchases for contract items incorporated into the work.

The Department's debarment policies and procedures begin at Section 18.3.101 ARM.

102.13 MATERIALS GUARANTY

The successful bidder may be required to furnish a complete statement of the origin, composition, and manufacture of materials to be used in the construction of the work, together with samples to be tested for conformance with the contract requirements. Include the costs of furnishing the statements and samples in the bid.

102.14 WAGE RATES – CONSTRUCTION TYPES

Prevailing wage rates for the work must be in accordance with the United States Department of Labor Current Prevailing Wage Publications and will be classified as follows:

1. Workers performing grading work (excavation, embankment, borrow).
2. Pavement work (removal, cold milling, recycling, placement).
3. Erosion control, re-vegetation work (seeding, topsoil, landscaping, irrigation).
4. Production and placement of aggregates (CAC, riprap).
5. Utility work (installation/removal of underground utilities, culverts, manholes), or
6. Traffic control, pavement markings, signing, and appurtenances (installation/removal of sidewalk and associated handrail, curb & gutter) are considered working under Highway Construction wage rates.

Workers performing a type of work not listed above and inside the drip line of the structure are considered working under Building Construction wage rates.

102.15 VENUE

In the event of any dispute concerning a project, whether over its advertisement, bidding, award, execution, or claim, any litigation filed by or against the Department has venue only in Lewis and Clark County.

102.16 CONSENT TO CONTRACT PROVISIONS

The submission of a bid is an affirmative statement that the bidder and its proposed Subcontractor(s) consent to the entire bid package provisions upon which the bidder has submitted its bid. That consent extends to all portions of the bid package and applies to all the bidder's subcontractors. Do not submit a bid proposal unless consent to all the bid package provisions is given.

102.17 PUBLIC WORKS CONTRACT

Department projects under these specifications are public works contracts. Projects under these specifications require Contractors to provide all resources necessary to complete the project, fully complying with its plans and specifications. They are not "sales", nor are they sales of "goods", as those terms are used in Montana's Uniform Commercial Code (UCC). The UCC, particularly its Chapter 2, does not apply to these projects, and the contractor concurs with that by submitting its bid.

SECTION 103
AWARD AND EXECUTION OF CONTRACT

103.01 CONSIDERATION OF PROPOSALS

Bid proposals will be compared based on the summation of the item total prices shown in the bid schedule.

103.02 AWARD OF CONTRACT

The contract will be awarded by the Commission within 45 calendar days after the bid opening to the lowest responsive, responsible, and qualified bidder whose bid proposal complies with all the requirements. The successful bidder will be notified in writing of the acceptance of the proposal and the award of the contract.

If the contract is not awarded within 45 calendar days, all bid proposals are void. The Commission can extend the 45-day time period.

In the event two or more qualified bids are exactly equal for the lowest bid, the successful bidder will then be determined by totaling the major bid items listed on their schedule of items. The contract will be awarded to the bidder having the lowest total of major bid items. A major bid item is defined in Subsection 101.03.

103.03 ASSIGNMENT OF CLAIMS

In consideration of being awarded the contract, the Contractor, on its own behalf and on behalf of its subcontractors, assigns to the Department all claims or causes of action for any antitrust law violations, or damages arising there from, as to goods, materials, and services purchased under the terms of the contract or any change order that may result from the contract.

103.04 CANCELLATION OF AWARD

The award of the contract may be canceled at any time before the execution of the contract by all parties without liability against the Department.

103.05 RELEASE OF PROPOSAL GUARANTY

All proposal guaranties will be void immediately following opening and checking of the proposals. The successful bidder's proposal guaranty will be void after a satisfactory contract bond has been furnished and the contract has been executed.

103.06 CONTRACT BOND

Furnish an executed contract bond or bonds in a sum equal to the contract amount under Subsection 103.07. Use a form provided by the Department and executed by a surety company authorized by law to transact business in the State.

The contract bond will remain in full force and effect until the certificate of completion is accepted by the Commission, plus any time period specified by Montana law.

The statutory time for filing claims against the contract bond is 90 calendar days from the date of the Commission acceptance. See Sections 18-2-201 to 18-2-208 MCA. For claims filed against the bond, it is the duty of the surety company to independently investigate subcontractor and supplier claims.

After a claim has been made against the bond and upon formal request from the Surety, the Department is responsible for making periodic payments to the Surety until all bond claims are settled. The surety company is responsible for making the appropriate payments to the subcontractor or supplier who has filed compensable claims against the bond in accordance with 28-2-2103 MCA.

Once the surety company has confirmed all bond claims have been settled, the Department may resume making periodic payments to the Prime Contractor upon the request of the Prime Contractor.

103.07 EXECUTION AND APPROVAL OF CONTRACT

A. General. Return to the ECCS in Helena no later than 5:00 p.m. on the 20th calendar day after award, not counting the date of receipt of the contract documents:

1. The signed contract.
2. The contract bond; and
3. Evidence of the required insurance.

A contract is not binding unless all the above requirements have been satisfied.

B. Requirements to Begin Work. Do not begin work before:

1. The contract is executed.
2. The contract bond is completed; and
3. Evidence of the required insurance is provided.

The contract, bond, and insurance are subject to legal approval after execution by the Contractor and Surety.

103.08 FAILURE TO EXECUTE CONTRACT

Upon failure to execute the contract and file acceptable bonds within 20 calendar days after receipt of the contract, under Section 18-1-204 MCA, the award will be canceled, and the proposal guaranty forfeited. Award may then be made to the next lowest responsive, responsible and qualified bidder, or the work may be re-advertised. If, due to circumstances entirely beyond the control of the bidder, the bidder is unable to file acceptable bonds and insurance policies within the time specified above, the Commission at its sole discretion may waive cancellation of the award and forfeiture of the proposal guaranty.

103.09 BID DOCUMENTS

103.09.1 General

Bid Documentation is defined in Subsection 101.03.

The following requirements apply when submission of bid documents is required by the contract. The Department agrees to safeguard the bid documents, and all information contained therein, against disclosure to the fullest extent permitted by law.

103.09.2 Form Submittals for Apparent Low Bidder

A. Bid Documentation Recipients Form. Submit the Bid Documentation Recipients (form MDT-ENG-008) within 5 calendar days (the date of the bid opening to count as the first full day). The Bid Documentation Recipients form documents the authorized agent for the Contractor and authorized escrow agent to sign the escrow agreement.

B. Bid Documentation Inventory and Affirmation Form. Submit the Bid Documentation Inventory and Affirmation (form MDT-CON-103-09A) with the bid documentation submittal files to an approved escrow agent located in the State of Montana within 8 calendar days (the date of the bid opening to count as the first day). Follow all requirements for bid documentation submittal files listed on the Inventory and Affirmation form.

C. Escrow Agreement. The Department will distribute the Escrow Agreement (form MDT-CON-103-09B) through DocuSign to the authorized representatives identified on the Bid Documentation Recipients form. Follow all requirements for the Escrow procedure listed on the escrow agreement. The escrow agreement must be fully executed within 8 calendar days (the date of the bid opening to count as the first day).

The forms must be signed by an authorized agent for the bidder. These forms are available at the following web page: https://www.mdt.mt.gov/publications/forms.aspx

103.09.3 Escrow of Bid Documents

Once identified as the apparent low bidder on a contract requiring submission of bid documents, submit the Bid Documentation Recipients form within 5 calendar days (the date of the bid opening to count as the first day).

Submit all bid documentation submittal files and the Bid Documentation Inventory and Affirmation form, to an approved escrow agent located in the State of Montana. Only submit bid documentation as PDF files. When possible, merge the PDF files together.

Use DocuSign to sign the Escrow Agreement within 8 calendar days, (the date of the bid opening to count as the first full day). The Escrow Agreement administered by the Department through DocuSign requires signatures from the authorized agent for the Contractor, the authorized escrow agent, and MDT CES representative. The Escrow Agreement is not to be signed until bid documentation submittal files and the Bid Documentation Inventory and Affirmation (form MDT-CON-103-09A) is complete and submitted to the escrow agent. The escrow agreement must be fully executed within 8 calendar days.

An approved escrow agent includes any business located in the State of Montana such as a banking institution, title company, or other bonded business which provides secure accommodation for the bid documentation files. The escrow agent must hold the bid documents in trust, fulfilling fiduciary obligations to the Department and all contractors and suppliers of the project. The escrow agent is responsible for holding the bid documents as electronic submittal files.

If the apparent low bid is deemed non-responsive, the second low bid will be reviewed, and the bidder will be notified in writing and will have 8 calendar days to comply with the above requirements.

103.09.4 Bid Responsiveness

The bid documentation submittal files and Bid Documentation Inventory and Affirmation must be submitted to an escrow agent, and the Escrow Agreement must be executed using DocuSign within 8 calendar days; if incomplete or not submitted, the bid will be deemed non-responsive. If the apparent low bid is deemed non-responsive, the second low bid will be reviewed, and the bidder will be notified in writing and will have 8 calendar days to comply with the above requirements.

103.09.5 Release of Bid Documents to the Department

The bid documentation submittal files in escrow are and will remain the property of the Contractor unless a certified claim is filed by the Contractor or litigation, or arbitration is initiated under the contract. If the Contractor submits a certified claim or litigation or arbitration is initiated under the contract; the bid documents included in escrow become the property of the Department for its use, specifically including use in preparing for and conducting of all claims, disputes, arbitration, or litigation. Failure to submit all bid documents as defined in Subsection 101.03 and the Bid Documentation Inventory and Affirmation form as required, or failure to include the items indicated by the Bidder on the Bid Documentation Inventory and Affirmation form in the documents that are placed in escrow, will be a material breach of the contract, is a failure to comply with a condition precedent to filing a claim or lawsuit, acts as a total and final waiver of all claims or disputes involving matters that would have been included (e.g., claims of delay, changed site conditions, loss of productivity, etc.), and subjects the Contractor to action under Section 18.3.101 ARM et seq.

The Release of Contract Escrow Bid Documentation form is administered through DocuSign by the Department. Transfer the bid documentation submittal files to the Department through the State File Transfer Service. Only submit bid documentation as PDF files. When possible, merge PDF files together.

103.09.6 Release of Bid Documents to the Contractor

Except as provided for in Subsection 103.09.5, the bid documents will remain in the storage location during the life of the contract. After a certificate of completion has been issued for the contract, the Department will notify the escrow agent and the Contractor that the bid documents may be released. It is the Contractor's responsibility to obtain necessary signatures and retrieve the bid documents from the Escrow Agency.

103.09.7 Method of Measurement and Basis of Payment

Escrow of Bid Documents is measured and paid as lump sum. Payment will be made on the first progress estimate. Payment at the contract unit price is full compensation for all resources necessary to complete the item of work under the contract.

103.10 RESERVED

103.11 PROPOSED AGGREGATE SOURCE(S)

No later than 7 calendar days after the date of bid opening (the date of bid opening to count as the first full day), the apparent low bidder must submit to ECCS, during its regular work hours, a fully completed Proposed Aggregate Source (Form MDT-CON-106-02-3) for each aggregate source the bidder used to prepare its bid or a subcontractor used to prepare its quote, if used by the bidder for its bid. If the 7th day is a holiday, turn the documentation in earlier.

The bid proposal may be considered non-responsive and rejected if the above form(s) are not submitted within the required time frame.

SECTION 104
SCOPE OF WORK

104.01 INTENT OF CONTRACT

Furnish all resources required to complete the work under the contract within the specified time, and for the amount bid.

104.02 DIFFERING SITE CONDITIONS, SUSPENSION OF WORK, AND SIGNIFICANT CHANGES IN THE CHARACTER OF WORK

104.02.1 Differing Site Conditions

During the progress of the work, if subsurface or latent physical conditions are encountered at the site differing materially from those indicated in the contract or if unknown physical conditions of an unusual nature, differing materially from those ordinarily encountered and generally recognized as inherent in the work provided for in the contract, are encountered at the site, the party discovering such conditions must promptly notify the other party in writing of the specific differing conditions before they are disturbed and before the affected work is performed.

Upon written notification, the Project Manager will investigate the conditions. If the Project Manager determines that the conditions materially differ and cause an increase or decrease in the cost or time required for the performance of any work under the contract, an adjustment, excluding loss of anticipated profits will be made and the contract modified in writing accordingly. The Project Manager will notify the Contractor of the determination whether or not an adjustment of the contract is warranted.

No contract adjustment, which results in a benefit to the Contractor, will be allowed unless the Contractor has provided the required written notice.

No contract adjustment will be allowed under this clause for any effects caused on unchanged work.

104.02.2 Suspensions of Work Ordered by the Project Manager

If the performance of all or any portion of the work is suspended or delayed by the Project Manager in writing for an unreasonable period of time (not originally anticipated, customary, or inherent to the construction industry) and the Contractor believes that additional compensation and/or contract time is due as a result of such suspension or delay, the Contractor must submit in writing a request for adjustment within 7 calendar days of receipt of the notice to resume work. Set forth the reasons and support for such adjustment in the request.

Upon receipt, the Project Manager will evaluate the Contractor’s request. If the Project Manager agrees that the cost and/or time required for the performance of the contract has increased as a result of such suspension and the suspension was caused by conditions beyond the control of and not the fault of the Contractor, its suppliers, or subcontractors at any approved tier, and not caused by weather, the Project Manager will make an adjustment (excluding profit) and modify the contract in writing accordingly. The Contractor will be notified of the Project Manager’s determination as to whether or not an adjustment of the contract is warranted.

No contract adjustment will be allowed unless the Contractor has submitted the request for adjustment within the time prescribed.

No contract adjustment will be allowed under this clause to the extent that performance would have been suspended or delayed by any other cause, or for which an adjustment is provided for or excluded under any other term or condition of the contract.

104.02.3 Significant Changes in the Character of Work

A. Major Item. The Project Manager reserves the right to make, in writing, at any time during the work, such changes in quantities and such alterations in the work as are necessary to satisfactorily complete the project. Such changes in quantities and alterations do not

invalidate the contract nor release the surety, and the Contractor agrees to perform the work as altered.

If the alterations or changes in quantities significantly change the character of the work under the contract, whether such alterations or changes are in themselves significant changes to the character of the work or by affecting other work cause such other work to become significantly different in character, an adjustment, excluding anticipated profit, will be made to the contract. The basis for the adjustment must be agreed upon prior to the performance of the work. If a basis cannot be agreed upon, then an adjustment will be made either for or against the Contractor in such amount as the Project Manager may determine to be fair and equitable.

If the alterations or changes in quantities do not significantly change the character of the work to be performed under the contract, the altered work will be paid for as provided elsewhere in the contract.

The term "significant change" applies only to the following circumstances:

1. When the character of the work as altered differs materially in kind or nature from that involved or included in the original proposed construction; or,
2. When a major item of work, as defined in Subsection 101.03, is increased in excess of 125% or decreased below 75% of the original contract quantity. Any allowance for an increase in quantity will apply only to that portion in excess of 125% of the original contract item quantity, or in case of a decrease below 75%, to the actual amount of work performed.

B. Minor Item. The Project Manager reserves the right to make, in writing, at any time during the work, changes in quantities and alterations in the work as are necessary to satisfactorily complete the project. These changes in quantities and alterations do not invalidate the contract nor release the surety, and the Contractor agrees to perform the work as altered.

If the alterations or changes in quantities change the character of the work under the contract, whether such alterations or changes are in themselves changes to the character of the work or by affecting other work cause such other work to become different in character, an adjustment, excluding anticipated profit on unperformed work, may be made to the contract. The basis for the adjustment must be agreed upon before the work is performed. If a basis cannot be agreed upon, then an adjustment will be made either for or against the Contractor in such amount as the Project Manager may determine to be fair and equitable.

If the alterations or changes in quantities do not change the character of the work to be performed under the contract, the altered work will be paid for as provided elsewhere in the contract.

A change in character applies when one or more of the following circumstances is met:

1. When the character of the work as altered differs materially in kind or nature from that involved or included in the original proposed construction.
2. When an item of work, not defined as a major item in Subsection 101.03, is increased in excess of 150% or decreased below 50% of the original contract quantity. Any allowance for an increase in quantity will apply only to that portion in excess of 150% of the original contract item quantity, or in case of a decrease below 50%, to the actual amount of work performed.

104.02.4 Change Orders

Change orders will include the following information:

1. A description of the altered, increased, or decreased work or description of other change necessitating the change order.
2. An estimate of the types and quantities of work to be performed and a listing of the agreed prices and contract unit prices at which payment will be made; and

3. Contract time adjustments in accordance with Subsection 108.07.5.

Formal approval is to be completed before the change order work is allowed to proceed. When an emergency or unusual condition is justified, advanced approval may be given to begin the work with formal approval obtained as soon as practicable.

Payment for the work will be made for the actual quantities of work performed at the prices specified in the change order.

104.03 EXTRA WORK

Perform unanticipated work, not included in the contract, if the work is related to the contract items and is ordered before the final acceptance date. Perform extra work as directed. Payment for extra work is made in accordance with Subsection 109.04

104.04 MISCELLANEOUS WORK

This is any minor work or material that is necessary to the work.

Miscellaneous work, as provided for in the contract, is measured by the respective unit for either the material or work performed, as directed in writing by the Project Manager.

Payment for miscellaneous minor work is at agreed prices or on a force account basis.

104.05 MAINTENANCE OF WORK

104.05.1 General

Perform maintenance work on completed and uncompleted parts of the project until approval in accordance with Subsection 105.17.2.

Maintenance includes, but is not limited to the following:

1. Controlling dust 24 hours a day, 7 days a week in accordance with Subsection 618.03.16.
2. Patching chuck holes with asphalt mix.
3. Reshaping the subgrade, side slopes, ditch sections, or aggregate courses, as necessary.
4. Cleaning debris from drainage courses, culverts, and inlets.
5. Removing rocks or earth from the roadway and ditch sections.
6. Removing debris resulting from construction activities.
7. Providing access to residences, businesses, and roads and keeping the present accesses open.
8. Repair or replace minor damaged parts of the work.
9. Repair or replace extensive damage, not by Contractor negligence, in accordance with Subsection 104.02.4.
10. Maintenance of the constructed roadway in accordance with Subsection 203.03.5.
11. Disposing of removed matter.
12. Maintenance of irrigation water in accordance with Subsection 104.05.6; and
13. Other maintenance-type work not specifically described but necessary for the maintenance and protection of traffic or of completed and uncompleted portions of the project.

Maintenance work performed before approval in accordance with Subsection 105.17.2 is incidental to other contract items.

104.05.2 Failure to Properly Maintain Roadway or Structure

The Project Manager will immediately notify the Contractor if it fails to maintain the project. Failure to begin to remedy unsatisfactory maintenance within 4 hours of notification may result in:

- The Department performing the required repair. The cost of the repair will be deducted from monies due or to become due to the Contractor or otherwise be billed to the Contractor.
- Contract time being charged. Contract time will be charged starting on the day of the Department's initial notification and will continue until the repairs are made and the Project Manager approves the repairs. A $500 per day road user fee may be charged for each day maintenance is not complete.

104.05.3 Maintenance for Traffic and Detours

A. Maintenance for Traffic. Keep the road open to traffic during the work or provide detour roads as specified or directed.

Maintain the work under construction to accommodate traffic. Construct and maintain all accesses to parking lots, garages, businesses, residences, farms, etc. The cost of this work is incidental to other items of the contract.

Provide traffic control meeting the approved traffic control plan, Section 618, and the MUTCD.

B. Special Detours. When the contract has the bid item Detour - Construct, Maintain, and Remove, it includes constructing and maintaining the detour, including constructing and removing temporary bridges, pipes and associated work and obliterating the detour road.

Do not use all or any portion of an existing structure, as defined in Subsection 101.03, without the Engineer's approval. Do not modify existing structures or construct temporary structures without Department approval before starting work. This work is incidental to the contract item.

The Department will provide the R/W for temporary detours or bridges specified in the contract.

104.05.4 Maintenance for Traffic During Work Suspensions

A. Temporary Suspension. Make passable and open to traffic all portions of the project, connections, and temporary roadways before temporary work suspensions. Maintain parts of the project, connections, temporary roadways, and detours under traffic at Contractor expense during work suspensions.

B. Winter Suspension. Be responsible for all traffic control and maintenance during winter weather shutdowns, including the time between November 16th and April 15th. Be responsible for all snow removal, sanding, and de-icing for all roadways not completed through the first lift of plant mix surfacing. Furnish all necessary supervision, personnel, and equipment to maintain the road in a safe condition and at the highest level of service to traffic.

The Department is not responsible for any repairs or maintenance to the project that results from snow plowing, sanding, and de-icing on any roadway not completed through top lift of plant mix surfacing.

The Contractor may request a Winter Maintenance Agreement (form MDT-CON-104-05-4A) that the Department furnish all resources to perform snowplowing, sanding, and de-icing during winter suspension. If this request is accepted, this work will be detailed in a written agreement. Be responsible for all maintenance, traffic control, and other work not detailed in the agreement. Reimburse the Department, under an accounts receivable, for all Department plowing, sanding, and de-icing expenses according to the terms of the signed agreement.

Attend a meeting scheduled by the Department to review the project to develop the agreement details prior to the winter suspension.

Inspect the project at least once every 14 calendar days. Submit the Contractor's Winter Shutdown Inspection (form MDT-CON-104-05-4) within 3 calendar days of the inspection.

Failure to maintain the project under these requirements will invoke Subsection 104.05.2.

Repair or replace all work and materials lost or damaged due to temporary use of the project. Maintenance work for acts of God or acts of the public enemy, or that are outside the Contractor's control during work suspensions is paid for at contract unit prices or as extra work.

104.05.5 Reserved

104.05.6 Maintenance of Irrigation Water

Construct or move irrigation structures, boxes, channel changes, and culverts to maintain irrigation water flow at Contractor expense.

Do not shut off irrigation water in an irrigation ditch without the water-master or ditch owners written permission.

104.06 MATERIAL AND PROPERTY RIGHTS

104.06.1 Rights in and Use of Materials Found on the Project

Submit a request for and obtain written approval from the Project Manager prior to using excavation for other contract items. If an agreement is reached, the Department will pay the as bid unit price for excavation or the as bid unit price for materials produced, whichever is greater. Include in the request the soil classification of replacement material and any other relevant details. If the excavated material is used, other than as intended, but was needed for embankments, backfills, approaches, or other purposes, provide an acceptable replacement material at no additional cost to the department.

Do not excavate or take material outside the slope stake limits without the Project Manager's written approval. The right to use and process material found within the project limits excludes the use and processing for noncontract work. If the Contractor produces or processes more material from the project than is required for the contract, without additional compensation to the contractor, the Department may:

1. Take possession of the excess material and direct its use; or,
2. Require removal of the material and restoration of the land to a satisfactory condition.

104.06.2 Use of Department Property

Do not use Department property outside the project limits for contractor operations, such as staging, without Department approval. Submit an encroachment permit to the Department's Maintenance Division for approval. The Encroachment Permit Request form is available from the Department's website or the Project Manager. Be responsible for all requirements within the encroachment permit and obtain associated environmental permits prior to the use of the property.

Restore the property in accordance with the contract and encroachment permit requirements no later than the encroachment permit end date. Obtain seed blend mix designs and allowed seeding time frames from the Project Manager for any re-vegetation required to the area. Repair damaged areas in a timely manner.

The Department will revoke the use of Department property if the requirements of the contract or the encroachment permit are not being met. The use of Department property outside the project limits, including any required restoration or repair work, is not measured for payment. Contractor failure to fulfill the encroachment requirements is cause for the Department to perform or have corrective actions performed and deduct those costs from monies due or that may become due the Contractor.

104.07 FINAL CLEANING UP

Clean the highway, borrow pits, and all ground used in performance of the work of all rubbish, debris, excess materials, temporary structures, and equipment before final acceptance.

Meet the requirements of Subsection 106.02.5 for final cleanup of borrow and aggregate sources.

The final cleanup work of the project area and the pits, borrow areas, or quarries is not paid for directly but is incidental to other contract items.

Specify the conditions for final cleanup in all landowner agreements. Complete all cleanup conditions before final project acceptance.

104.08 VALUE ENGINEERING PROPOSALS

Cost savings generated on the contract from cost reduction proposals offered by the Contractor and approved by the Department will be shared.

The Contractor is encouraged to submit proposals for modifying the contract that reduces the total cost of construction. The cost reduction proposal must not impair the essential functions or characteristics of the project including but not limited to service life, economy of operation, ease of maintenance, reliability, desired appearance, and safety.

Schedule a meeting with the Engineer to present the proposed changes to the work. Topics discussed should include the following:

1. Cost of performing the work as bid.
2. An estimate of the cost of the proposed change; and
3. An estimated time frame for the Department to review.

The Department will determine if the proposed change will be further reviewed.

Upon agreement that the proposal will be reviewed, submit a complete proposal in writing and include the following information:

1. A description of both the existing work and proposed changes for performing the work with a discussion of the comparative advantages and disadvantages.
2. An itemization of the necessary changes to the contract if the proposal is accepted.
3. A detailed cost estimate for performing the work under the existing contract and under the proposed change detailing quantities and dollar amounts for each work item.
4. An estimate of the effect the proposed changes would have on other costs to the Department.
5. A time frame within which the Department must decide.
6. The dates, project numbers and the action of the Department if the proposal was previously submitted; and
7. A statement of the effect implementation of the proposal would have on the contract completion time.

The Department is not required to consider a proposal or be liable to the Contractor for failure to accept or act on a proposal submitted under this specification including delays to the work attributable to the proposal. Proposals that are similar to a change in the contract that are under consideration or have been adopted by the Department before the submittal will not be accepted. The Department reserves the right to make these changes without compensation to the Contractor.

Continue to perform the work according to the contract requirements until the Department has taken final action on the proposal. Consider the proposal rejected if the Department’s final decision is not received within the time frame specified in the Contractor’s submittal.

The Department will determine the acceptability and the estimated net savings in construction costs from the adoption of all or part of a proposal. The Department will disregard the contract unit prices if these prices do not represent a fair measure of the value of work to be performed or to be deleted. The Department’s costs for reviewing and implementing proposals, including any increased costs to the Department resulting from its application will be deducted from the total estimated cost saving to arrive at the net savings.

Costs incurred by the Department during a preliminary review will not be charged to the Contractor. If the proposal is advanced to the detailed review stage, costs incurred by the Department during the detailed review stage will be shared equally by the Department and the Contractor. The submittal of a formal proposal constitutes the Department’s authority to deduct these costs from any monies due or that may become due to the Contractor under the contract. The Department costs for researching and defending claims related to an accepted VE Proposal will not be shared equally. These costs will be deducted from progress payments.

Proposals accepted by the Department in whole or in part will be by a change order. The change order will incorporate the changes in the contract necessary to implement the proposal and will include any conditions placed on the approval by the Department. The change order will establish the estimated net savings in the cost of performing the work attributable to the proposal and provide for payment of 50% of the estimated net savings to the Contractor.

Acceptance of proposals does not extend the contract time unless specifically provided for in the change order.

The payment amount specified in the change order constitutes full compensation to the Contractor for the proposal and the performance of the work.

The Department reserves the right to apply a proposal for general use on other contracts administered by the Department. When an accepted proposal is applied for general use, only the Contractor who submitted the initial proposal is eligible for compensation and this compensation applies only to those contracts awarded to the Contractor before submission of the accepted proposal. Proposals that are identical or similar to previously submitted proposals are eligible for consideration and compensation under this specification if the proposals were not previously adopted for use in other contracts administered by the Department. Subject to these provisions, the Department reserves the right to use all or any part of any submitted proposal without obligation or compensation to the Contractor.

This specification applies only to the Contractor awarded the contract.

No consideration will be given to, and no payment made for any claims for additional compensation for changed conditions that are attributable to the approved proposal.

104.09 CONSTRUCTION CHANGE DIRECTIVE

If the Department determines that the Contractor is due additional compensation, time, or both, but the Department and the Contractor cannot reach an agreement, the Department may issue a Construction Change Directive. The Contractor reserves the right to pursue a claim for any disputed construction change directive in accordance with Subsection 105.16.

SECTION 105
CONTROL OF WORK

105.01 AUTHORITY OF THE ENGINEER

The Engineer will decide all questions regarding the quality and acceptability of materials furnished, work performed, the rate of progress of the work, the interpretation of the contract, and the acceptable fulfillment of the contract. Alterations of contract requirements require an executed Change Order.

Contract time will continue to be charged during suspensions in accordance with Subsection 105.01(A) and Subsection 105.09(2).

A. The Engineer will suspend the work wholly or in part for failure to:
   1. Correct conditions unsafe for project personnel or the public; or
   2. Carry out provisions of the contract; or
   3. Carry out orders of the Engineer.

B. Work may also be partially or wholly suspended for:
   1. Periods necessary due to unsuitable weather; or
   2. Conditions unsuitable for the prosecution of the work; or
   3. Any condition or reason determined to be in the Department's interest.

105.02 CONTRACTOR SUBMITTALS

All submittals are to be sent to the Project Manager unless stated otherwise.

Submit all project documents electronically unless otherwise directed by the Project Manager. This includes, but not limited to:

- Project Records
- Forms
- Correspondence
- Notifications
- Computations
- Statements
- Invoices
- Purchase Orders
- Agreements

A. Table of Contractor Submittals. To assist in identifying all required submittals and clarifying the submittal process, the Table of Contractor Submittals has been posted to the Department's website at the following link:

https://www.mdt.mt.gov/business/contracting/

The table may not be all-inclusive and does not include submittals required by other Special Provisions.

Provide all submittals required by the contract, including those not listed in the table.

If a discrepancy exists, submittals required by other Special Provisions in the contract take precedence over the Table of Contractor Submittals.

Submit electronic submittals to the Department. Ensure they are in a format accessible by the Department's software and legible once opened. Verify acceptable electronic format types with the Project Manager prior to submittal.

When a specification requires submittal of a form, submit the most current Department form. Forms are available from the Project Manager or on the Department's Contractor's system Internet site at http://www.mdt.mt.gov.

B. Electronic Signatures. Use electronic signatures (e-signatures) in lieu of wet ink signatures for the contract administration process unless otherwise directed by the Project Manager.

Create documents and save them as a .pdf. Use free Adobe Acrobat Reader DC or approved equal to sign all documents associated with the contract administration process identified. Once the documents are signed, transmit the document to the other party electronically using agency or business email.

Replace wet ink signatures with an e-signature on all documents associated with:

- Change Orders.
- Contractor created correspondence.
- Forms requiring a single party signature.

105.02.1 Contractor Furnished Drawings

The plans show the details of structures, lines, grades, typical roadway cross sections, location and design of structures, and a summary of items appearing in the bid package.

Furnish the Department with Contractor prepared working drawings that detail required work not included in the contract plans. Prepare all working drawings using English units. Upon request, submit manufacture literature describing the materials and equipment to be incorporated into the work. This requirement to submit drawings and literature applies to all items not specifically requested elsewhere in the contract.

The Department has 20 business days to review the submittals before returning them to the Contractor. The Department has 20 business days to review drawings returned for correction and that are re-submitted for review. The Department will consider extending contract time should the Department review exceed the 20 business day review time limit, and the delay can be shown to affect the Contractor’s operation based on the current schedule.

The Department’s approval of the fabricator’s shop detail drawings is authorization to begin fabrication. "Approval" does not relieve the Contractor or fabricator of the responsibility for accuracy of design, dimensions, completeness, or adherence to the requirements of the contract, nor does it permit deviations from the contract without the Department’s written consent.

The Department will perform an engineering review of the first submittal at no cost to the contractor. If the Department determines that the submittal fails to meet generally accepted engineering standards, it will return the submittal for correction. The Department will perform reviews of re-submittals with its own personnel when possible. If Department staff does not have time available to perform reviews, at the Department’s sole option it may hire a consultant engineer from outside the Department to finish the review process.

The Department will charge for reviews of resubmittals for its staff time and at the rate charged by a hired engineering firm for its staff time if the Department hires one. The Department will subtract the charges from contractor payments.

Working drawings and falsework plans for facilities open to or above public travel ways, including waterways and adjacent banks open for public use, are to be signed by a professional engineer registered in the State of Montana.

Check and approve working drawings and submittals. Show the Contractor’s approval on the drawings and submittals.

105.03 CONFORMITY WITH PLANS AND SPECIFICATIONS

105.03.1 General

Perform work and furnish materials to meet the contract requirements.

Provide materials and workmanship uniform in character and meeting the plan dimensions and contract specifications.

When a contract item does not meet the contract requirements but is adequate to serve the design purpose, the Contractor will be notified in writing of the deficiency. The Contractor will be given the choice to remove and replace the deficient work, correct the work at no expense to the Department, or accept a reduction in the contract unit price. If the Contractor chooses to accept a

price reduction, the Project Manager will determine the amount of the reduction and will apply the reduction using a line-item adjustment to the contract. The Project Manager may document the basis of the acceptance by change order.

When a contract item does not meet the contract requirements resulting in work inadequate to serve the design purpose, remove and replace or correct the work by and at Contractor expense.

105.03.2 Items Designated for Acceptance on a Lot Basis (Quality Assurance)

Contract items listed in Table 105-1 are designated for acceptance on a lot-by-lot basis. The elements in the table are evaluated and the contract items accepted under this provision. All other contract items are evaluated for acceptance under the specifications covering those items.

An element of a lot will be evaluated for conformance when results of one or more tests are outside specified tolerance limits for that element.

All the individual test results in the lot for the element to be evaluated will be averaged, and the percent of price reduction for the lot determined by the applicable formula.

1. The formula $P = (X_n+aR-T_U)F$ will be used if a maximum limit only is specified; or when the average of the test values is above the midpoint of a specified band or above a job mix target value.
2. The formula $P = (T_L+aR-X_n)F$ will be used if a minimum limit only is specified; or when the average of the several test values is below the midpoint of a specified band or below a job mix target value.

TABLE 105-1
CONTRACT ITEMS - EVALUATION ELEMENTS

Elements Evaluated

Item	Aggregate Gradation	Fineness Modulus	Compaction	Fracture
Selected Surfacing	X			
Sand Surfacing	X			
Crushed Base Course Type A	X			X
Crushed Base Course Type B	X			
Crushed Top Surfacing Type A	X			X
Crushed Top Surfacing Type B	X			
Crushed Aggregate Cover Material	X			X
Cement Treated Base	X		X	
Plant Mix Surfacing and Base	X		X	X
Portland Cement Concrete Paving	X	X		

Where:

P - is the percent of reduction in contract unit price.

X_n – is the average of the several test values from samples taken from the lot, with n indicating the number of values.

a - is a variable factor to be used as n changes according to the following:

n	a
3	0.45
4	0.38
5	0.33
6	0.30
7	0.28

R - is the difference between the highest and lowest values in the group of several test results from the lot.

T_U - is the upper or maximum tolerance limit permitted by the specifications.

T_L - is the lower or minimum tolerance limit permitted by the specifications.

F - is the price reduction factor to be applied for each element as shown in Table 105-2.

TABLE 105-2
TABLE OF PRICE REDUCTION FACTORS

Element	Factor "F"	
100% size sieve	1	
½-inch sieve and larger	1	
No. 100 to ⅜-inch sieve, inclusive (except 100% size sieve)	3	
No. 200 sieve	6	
Fine aggregate fineness modulus	12	
Longitudinal Joint Compaction	3	
Compaction - CTB	6	
Fracture	2	
	Non-Commercial	**Commercial**
Compaction	12	6

If P is less than 3.0, the lot will be accepted as being in conformance. If one or more elements for a contract item show a positive P value, the positive values will be added, and the resulting sum used to determine whether the lot is in conformance. If the total P value is between 3.0 and 25.0, the Project Manager may require correction or accept the lot at a reduced price. If P is greater than 25.0, the Project Manager may:

1. Require complete removal and replacement with specification material at Contractor expense.
2. Require corrective action to bring the material into conformance at Contractor expense; or
3. Where the finished product is found to be capable of initially performing the intended purpose but with a reduced service life expectancy, permit leaving the material in place with an appropriate price adjustment calculated using a P value ranging between 25.0 and 50.0.

Immediately halt production following written notification when either of the following has occurred:

1. Three consecutive lots for a contract item have an individual total P value of 5.0 or more.
2. Beginning with the second lot, when three tests within one lot have one or more elements outside the specification bands and the total P value for the lot is 5.0 or more.

Adjust to bring the product within the specification limits before resuming production. The Contractor does not have the option of accepting a price reduction in lieu of producing specification material. Continued production of non-specification material is prohibited. Material that is obviously defective may be isolated and rejected without regard to sampling sequence or location within a lot.

The Project Manager may allow the adjustments to be made without halting production.

Request Quality Assurance test results or data in writing.

105.03.3 Quality Incentive Allowance

The net incentive or disincentive amount will be applied as a line-item adjustment on the pay estimate following completion of the item of work.

A. Plant Mix Volumetric Properties. Outlier determination and payment adjustments are for properties only. If suspect test values are noted during construction, the Department will check plant production information, test equipment, processes, calculations, etc. for errors. If a problem is noted in the plant production, sampling or other process controlled by the Contractor, the test result will be considered valid until production is complete. If a problem is found with the testing or other Department process, the test result will be corrected or the test redone on material from the same sample, if possible. If a non-correctable testing problem is found, the result will be discarded, if possible, another sample will be taken, and the new result used in its place. If re-sampling is not possible, the Department may discard the test results for a sub-lot considered to be an outlier and recalculate the incentives and disincentives using the remaining results in the lot. The Department may follow standard QA guidelines to adjust lot sizes.

If no identifiable problem is found, no corrections will be made until production is complete.

The following outlier evaluation only applies to projects with 10 or more QA sub-lots.

After all production of this product is completed, the Department will determine the standard deviation and mean of all the Department's test results for each property representing material produced after the initial targets were set. For each property test, the Z value is defined as the absolute value of the difference between the test value and the mean, divided by the standard deviation. If the average of the Z values of the four properties in a sub-lot is greater than 2.00, the Department may consider the sub-lot an outlier. If more than one sub-lot outlier is identified in a lot, the test results will not be considered outliers. The Department will not adjust for outliers within the last lot of production.

The Department will discard the test results for a sub-lot considered to be an outlier and recalculate the incentives and disincentives using the remaining results in the lots. The Department will follow standard QA guidelines to adjust lot sizes.

B. Density. A 1.08 pay factor will be applied to the lots of plant mix surfacing when the average density for the lot (X_n) is from 94.0% to 98.0%, inclusive, of the Maximum Specific Gravity (Rice's Method) and the range (R) is 3.0 or less, or all test results are between 94.0% and 98.0%.

C. Ride Specification. The surface smoothness will be measured using the International Roughness Index (IRI). The surface smoothness will be evaluated in each travel lane for the entire length of the project. The following project category pay factors will be applied to each travel lane:

TABLE 105-3
MAXIMUM ALLOWABLE VARIANCE AND DIVERGENCE

Project Category	Actual IRI (Inches/mi)	Pay Factor
Category I	< 35	1.25
	35 – 45	$2.125 - \left(\frac{25}{1000}\right)$ IRI
	> 45 – < 55	1
	55 – 75	$1.825 - \left(\frac{3}{200}\right)$ IRI
	> 75 – 90	0.7
	> 90	Corrective Action (Initially assumed zero pay)
Category II	< 50	1.1
	50 – 55	$2.100 - \left(\frac{1}{50}\right)$ IRI
	> 55 – < 60	1
	60 – 95	$1.343 - \left(\frac{1}{175}\right)$ IRI
	> 95	Corrective Action (Initially assumed zero pay)
Category III	<40	1.25
	40 – 55	$1.918 - \left(\frac{1.67}{100}\right)$ IRI
	>55 - <70	1
	70 – 100	$1.700 - \left(\frac{1}{100}\right)$ IRI
	>100	Corrective Action (Initially assumed zero pay)
	Percent Improvement (%)	**Pay Factor**
% IMP	>60	1.10
	≥40 - ≤60	1.0
	<40 - > 0	0.90
	≤ 0	Corrective Action (Initially assumed zero pay)

Notes: • Final pay factors are rounded to 2 decimals and used in calculating the value of the incentive/disincentive.

• The IRI used to calculate the Pay Factor is the average of 2 runs on each travel lane evaluated.

Incentive or disincentive for surface smoothness will be calculated based on the ride category and the entire project length in each travel lane using the following equation. The calculated value will be applied as a line-item adjustment to the plant mix item on the estimate. Calculate the pay adjustment as follows:

$$\text{Pay adjustment} = (\text{Pay Factor} - 1) \times \text{L} \times \text{Unit Cost}$$

Pay Factor - Calculate using appropriate project category formulas

L - Measured cumulative rideable lane length

Unit Cost - Use appropriate value from Table 105-4

TABLE 105-4
UNIT COST

Category	Description	Unit Cost/ft.
I or III	Typical section with 0.3 ft. or greater plant mix surfacing	$6.425
I, II, or III	Typical section with 0.2 to 0.29 ft. plant mix surfacing	$4.283
I, II, or III	Typical section with 0.19 ft. or less plant mix surfacing	$3.213

Note: Isolation lifts are not considered to be part of the surfacing section when determining the appropriate overlay depth.

D. Plant Mix Incentive Adjustment. Plant mix incentives are paid based on an anticipated increased service life due to high quality plant mix volumetric properties, compaction, and ride. Adjustments to the incentives will be made in accordance with Table 105-5 when the anticipated increased service life is not expected to be realized due to poor results in one or more of the other plant mix properties.

TABLE 105-5
INCENTIVE ADJUSTMENT TABLE

	NO INCENTIVE ADJUSTMENT (ADJUSTMENT FACTOR = 1)	ADJUSTMENT FACTOR (CANNOT BE GREATER THAN 1)	NO INCENTIVE ALLOWED (ADJUSTMENT FACTOR = 0)
VOLUMETRICS	≤ 7	$F_V = -0.125P_V + 1.875$	≥ 15
DENSITY	≤ 5	$F_D = -0.200P_D + 2.000$	≥ 10
RIDE SPECIFICATION CATEGORY I CATEGORY II & III	 ≤ 65 ≤ 80	 $F_R = -0.1(\text{IRI}) + 7.5$ $F_R = -0.1(\text{IRI}) + 9$	 ≥ 75 ≥ 90

Where:

P_V - Average of all positive P values for all the plant mix volumetric properties (VMA, VFA, VTM, and D/A) evaluated under Subsection 105.03.2 on the project.

P_D - Average of all positive P values for density evaluated under Subsection 105.03.2 on the project.

IRI - Weighted average International Roughness Index (IRI) for all travel lanes evaluated for surface smoothness on the project. When multiple ride categories are included on a project, adjustment factors will be determined for each. A weighted average of all adjustment factors will then be determined for use in the overall incentive adjustment equation below.

The Department will evaluate plant mix surfacing in accordance with all applicable contract requirements. Total incentives for plant mix volumetric properties, density, and ride will be adjusted based on the overall quality of all the plant mix paving properties.

The overall incentive adjustment will be calculated as follows:

$$I_a = I(F_V)(F_D)(F_R)$$

I - Total unadjusted incentive amount.

F_V - Adjustment Factor resulting from plant mix volumetric properties.

F_D - Adjustment Factor resulting from plant mix density.

F_R - Adjustment Factor resulting from ride.

Quality incentive allowances will be adjusted in accordance with this specification and then used to offset any price reductions. Any quality incentive allowance remaining after all price reductions have been deducted will be paid as a lump sum when all work on the plant mix bid item is complete.

E. Commercial Mix – Ride Incentive Reduction. Incentives will be reduced based on the percentage of density tests that do not meet minimum plant mix pavement density requirements as determined by Table 105-6.

TABLE 105-6
COMMERCIAL MIX- RIDE INCENTIVE REDUCTION TABLE
Percent of Density Tests not Meeting Specifications

Project Size	No Reduction of Ride Incentive	Incentive Reduced[2]	No Incentive Allowed
500 – 5000 Tons[1]	≤ 10%	> 10% < 25%	≥ 25%

Notes: 1. Or as shown in the contract. Includes mix added by Change Order after award.

2. Reduce the incentive by a percentage calculated by using the following formula:
(% failing tests) * 6.667-66.67

• Final incentive reduction values are rounded to 2 decimals.

105.04 COORDINATION OF CONTRACT PROVISIONS

All documents referred to in Subsection 101.03 (Contract) are essential parts of the contract, and a requirement occurring in one is binding as though occurring in all. They are complementary and describe and provide for a complete contract. If a discrepancy exists, the governing ranking is:

Dimensions

1. Plan
2. Calculated
3. Scaled

Information

1. "Question and Answer Forum" Information
2. Special Provisions
3. Table of Contractor Submittals
4. Plans
5. Standard Specifications
6. Detailed Drawings

105.05 COOPERATION BY CONTRACTOR

The Department will not furnish hard copies of contract documents. Ensure access to all plans and contract documents is always available on the project (whether paper or electronic). Electronic contract documents can be found at the following link, under the appropriate "Bid Packages" links: http://www.mdt.mt.gov/business/contracting/ .

Cooperate with the Engineer, Project Manager, the Inspectors, and other Contractors during the contract work.

Staff the project with a Superintendent experienced in the type of work to be performed under the contract. Provide the Superintendent's name in writing before work starts. Ensure the Superintendent, when not physically on the project, can communicate with Department representatives by phone, cell phone, radio, or other electronic means. This contact must be maintained during all work suspensions, including winter suspension.

Maintain a Contractor representative having the Superintendent's authority when the Superintendent is not physically on the project or available for immediate communication. Notify the

Project Manager in writing of the identity and contact information of that representative before that person assumes the authority.

Give the Superintendent the authority to execute orders or instructions of the Project Manager or authorized representative and the authority to obtain all resources to complete the contract, including directing all Subcontractor operations.

The Project Manager or authorized representative will issue instructions to the superintendent.

Notify the Project Manager in writing at least 24 hours in advance of changes in the Contractor's representative.

Failure to maintain a Contractor's Superintendent or authorized representative on the project is cause for the Project Manager to stop work until one is assigned. All costs associated with the delay are at Contractor expense.

Failure to maintain the ability to be contacted within 2 hours during times of work suspension will result in contract time being charged. Time will be charged for the day the Department first attempts to make contact and each additional day that the Contractor's designated representative cannot be contacted.

105.05.1 Partnering

Implement partnering in accordance with the Montana Partnering Field Guide. Make a good faith effort to resolve disagreements by utilizing the partnering issue resolution ladder identified in the Montana Partnering Field Guide prior to submitting a notice of claim.

Partnering meetings will occur prior to beginning work on the project.

1. **Level I Facilitation.** Costs incurred for Level I facilitation will be paid for in accordance with Subsection 109.04.1. Items included in the cost for payment are:
   - **a.** Facilitator; and
   - **b.** Meeting room and facilities.
2. **Level II Facilitation.** An internal partnering meeting will be facilitated between the Project Manager and the Contractor.

105.06 COOPERATION WITH UTILITIES

Underground, overhead, and non-utility facilities will be relocated or adjusted to clear conflicts with the contract. Some or all of these facilities may be relocated or adjusted during the contract work. Perform the contract work without damaging these facilities.

Conduct on-project meetings on a weekly or biweekly basis with utility company representatives having facilities within the project limits and the Project Manager. Have the first meeting on the project before grading and excavation work begins to discuss the utility locations and progress on utility relocation work. A list of utility representatives is furnished in the contract.

Cooperate with utility owners in the removal and rearrangement of utility facilities to minimize interruption to utility service and duplication of work by the utility owner.

Submission of a bid is an affirmative statement that the Contractor has considered in the bid proposal all permanent and temporary utility facilities in the present or relocated positions as specified in the contract and as revealed by its site investigation. No additional compensation is allowed for delays, inconvenience, or damage sustained due to interference from the utility facilities or their re-location work.

The contract indicates utility items to be relocated or adjusted and who is to perform the work. The contract indicates the means of adjudication, if any, if the utility owners fail to relocate or adjust the facilities.

105.07 COOPERATION BETWEEN CONTRACTORS

The Department reserves the right to contract for and perform other or additional work on or near the work for the project.

Conduct the work without interfering with or hindering the progress or completion of the work by other Contractors. Cooperate with other Contractors working within the limits of the project.

Each Contractor involved must accept all liability, financial or otherwise, in connection with the contract and protect and hold harmless the Department from damages or claims that may arise because of inconvenience, delay, or loss experienced because of the presence and operations of other Contractors working within the limits of the same project.

Coordinate and sequence with the work of other contractors. Do not store materials, tools, machinery, and other equipment in locations that interfere with the work of other Contractors.

105.08 CONSTRUCTION STAKES, LINES AND GRADES

Maintain all survey controls required to control alignment and grade using survey personnel that are trained, experienced, and skilled in construction layout and staking. Do not hire Department personnel to perform any survey work.

Staking requests must be submitted on the Request for Construction Staking (form MDT-CON-105-08-1). Department construction staking will be performed once for a given type and location. If construction staking is required more than once, submit an additional request in writing with justification.

105.08.1 Department Furnished Survey and Layout

Unless otherwise stated, the Department will furnish the following:

- All R/W and monumentation surveys.
- Centerline coordinates.
- Benchmarks at the beginning, end and near midpoint of the project.
- Construction stakes or data for establishing, slopes, clearing limits and stationing.
- Construction stakes or data for culverts, structures, and appurtenances.
- Wetland delineation.

Preserve and protect Department furnished control points and replace any that may be damaged, displaced or removed. Replace any stakes that are obliterated by the Contractor or by construction activities.

Use provided controls as the field control to perform the work. Verify accuracy of all Department furnished controls before any layout staking or grading is performed. Request all Department furnished construction staking or data in writing.

105.08.2 Contractor Survey and Layout

When required by the contract, furnish all surveys and calculations necessary to layout and control the work to specified lines, grades, and tolerances. Provide surveys with accuracy and control equal to or better than the requirements of the Montana Department of Transportation Survey Manual (Survey Manual).

Protect Department-furnished control points. Set or reset destroyed control points, conduct all R/W and monumentation and public land monumentation surveys under the responsible charge of a Registered Land Surveyor licensed in Montana per Section 70-22-115 MCA. The Department will measure quantities for payment, except items specified under pre-determined quantities.

Identify Department set control points. Verify accuracy of the Department – furnished controls before any layout staking is performed.

A. Survey Plan. Submit a survey plan that details each proposed survey operation including:

1. Methods for initial layout to include accuracy, references, independent verification, and checks.
2. Methods for control surveys to include number and type of controls for various items and measurement tolerances and accuracy.

The plan will be reviewed for compliance with the requirements of the Survey Manual. The plan will be returned for correction if it does not meet or exceed requirements of the Survey Manual.

Do not begin survey operations until the survey plan has been reviewed and approved by the Project Manager.

B. Staking. Set all stakes necessary to control all work under the contract. This includes, but is not limited to:

- Bridges
- Centerline stations
- Clearing limits
- Drainage structures
- Fencing
- Final pavement markings configuration and locations
- Guardrail terminal sections
- Pavement
- Pipe length
- Reference points
- Retaining structures
- R/W lines and monuments
- Sewers and waterlines
- Signs, pavement markings, guardrail
- Structure excavation
- Surfacing courses
- Wetland delineation
- Any other items of work included in the contract
- Special conditions for specific layout items

Determine the slope stake catch point and submit the slope staking notes. Replace any stakes that are obliterated by the Contractor or by construction activities. Do not begin grading operations until all slope stakes within a balance or at least 20% of the project have been set.

C. Culverts. Take cross sections and profiles. Adjust culvert locations to match existing field conditions. The list of proposed culvert lengths must be submitted on the Culvert Staked Lengths (form MDT-CON-603-03-1). Profiles, cross sections, adjustments, and culvert lengths must be approved by the Project Manager before culverts are ordered.

D. Signs. Take cross sections and profiles. Adjust sign locations to match existing field conditions. Submit the list of proposed sign lengths. Profiles, cross sections, adjustments, and signpost lengths must be reviewed by the Project Manager before signposts are ordered.

E. Bridges. Include a check of the bridge location relative to railroads, streams, roads, or fixed features in the initial layout. Report discrepancies before performing any bridge construction activities. Survey controls for the following are required as a minimum:

- Foundations
- Pile layout and cutoff
- All substructure elements
- Girder seat elevations
- Girder profiles
- Deck forms and placement
- Curbs, rails, joints

F. Plan Errors. Notification must be made immediately of any apparent errors, including but not limited to grade, alignment, location, dimensions, and quantities. Changes to the plans must be approved in writing by the Project Manager.

G. Inspection. The Department may conduct inspections and random checks of any portion of the layout and control work. The Project Manager may order work not performed with sufficient accuracy to be corrected. No compensation will be allowed for corrective work.

The Contractor is responsible for securing proper dimensions, lines, grades, and elevations for all parts of the work and Department inspection will not relieve the Contractor of this responsibility.

H. Survey Notes. Submit survey notes, including electronic notes, every 10 business days and upon completion of each survey function.

I. Extra Work. Survey required for extra work may be performed by the Contractor or by the Department, as determined by the Project Manager.

J. Predetermined Pay Quantities. Quantity sheet amounts for items described under Sections 203 and 209 will be considered final quantities for payment. Requests for adjustment of bid schedule quantities for these items may be initiated by the Contractor or by the Project Manager if evidence indicates the total actual required in-place quantity varies from the bid schedule quantities by more than 5%.

Not taking cross section elevations during slope staking waives any adjustment to pre-determined pay quantity items, including borrow.

The party requesting the quantity adjustment must notify the other party in writing and furnish acceptable survey data and calculations to accurately establish any quantity adjustments. Load counts will not be considered acceptable for excavation and borrow items. The quantity adjustment will only apply for the amount greater than 5% of the bid schedule quantity.

Quantity adjustments due to changes ordered and approved in writing will be determined by measurement, calculation, or both. These quantities will be added or deducted from bid schedule quantities without regard to the 5% limitations outlined herein.

105.08.3 Finish Grade Control

Provide all finish grade control required to establish the surfacing sections shown in the plans. Calculate the finish grades for the subgrade and each surfacing course using the plan information and the furnished staking notes. Special borrow is a surfacing course for finish grade control purposes.

Run a level circuit to check the project benchmarks on each roadway section where finish grade is being controlled.

Use a finish grade control method that provides positive horizontal and vertical alignment control for the required surfacing sections and ride quality.

105.08.4 Bridge Survey

The Department will establish control points defining median or roadway centerline, bridge centerline, and benchmarks for elevation control.

Establish and maintain all other survey controls required to control bridge alignment and grade meeting the plan dimensions and elevations using survey personnel trained, experienced, and skilled in construction layout and staking. Do not hire Department personnel to perform survey work.

Furnish horizontal and vertical control meeting the Department's Survey Manual requirements. Furnish the original survey notes upon request. Furnish the notes showing the initial layout and primary controls and references and the method of independent check before starting work on the substructure units. Submit the structure excavation cross-section notes. The Project Manager reserves the right to re-survey any pay item area.

Make calculations from the plan information to control alignment and elevation. Correct all incorrect locations, misalignments, and incorrect elevations caused by Contractor calculations, layouts, and surveys at Contractor expense. Submit the proposed method of correction for approval. Do not begin the corrective work until the proposal has been reviewed and approved.

105.08.5 Materials and Equipment

Furnish all materials and equipment required to perform this work.

Keep survey notes in a standard field notebook, written in a clear, orderly, neat manner meeting the Department's Survey Manual requirements and standard surveying practice. If survey notes are generated electronically, produce notes in a format meeting these requirements. The Project Manager will inspect the field notes for acceptance. The finished notes become the Department's property.

105.08.6 Survey Tolerances and Inspection

The Department will perform finish grade checks based on the following:

A. Subgrade. Three random stations per 1,000-foot section will be checked. The 1,000-foot section will be accepted if 80% or more of the points checked are within a vertical tolerance range of + 0.05 to - 0.10 foot and the horizontal alignment is within 0.30 foot of the true line. If not within required tolerances, rework the entire 1,000-foot section. Three new random stations will be checked after rework is completed. Random checks will be performed for finish ditch grade control to ensure proper drainage.

B. Special Borrow. Three random stations per 1,000-foot section will be checked. The 1,000-foot section will be accepted if 80% or more of the points checked are within a vertical tolerance range of + 0.05 to - 0.10 foot, and the horizontal alignment is within 0.30 foot of the true line. If not within required tolerances, rework the entire 1,000-foot section. Three new random stations will be checked.

C. Aggregate Surfacing. Six random stations per 1,000-foot section will be checked. Each 1,000-foot section will be accepted if 85 percent or more of the points checked meet the requirements listed in Table 301-1, and the horizontal alignment is within 0.30 foot of the true line. If not within required tolerances, rework the entire 1,000-foot section. Six new random stations will be checked.

Sections that are obviously defective may or may not be checked prior to rejection.

A station check consists of centerline, shoulders, any break in cross slope, and intermediate points not to exceed intervals of 20 feet. All elevation checks are taken on the material, not on the finish grade control. The Project Manager may increase or decrease the number of stations being checked. After receiving notification of a completed section, the Project Manager will perform the finish grade check by the close of the following business day. Contract time will be extended day for day, without any other compensation, for Department caused delays beyond the allotted time to perform the finish grade check.

105.08.7 Method of Measurement

A. Finish Grade Control. Finish grade control is not measured for payment.

B. Contractor Survey and Layout. Contractor survey and layout is measured by the lump sum.

C. Bridge Survey. Bridge survey is not measured for payment.

See Subsection 151.01.1 for Design-Build Contracts.

105.08.8 Basis of Payment

Payment for the completed and accepted quantities is made as follows:

Pay Item	Pay Unit
Contractor Survey and Layout	Lump Sum

Correct all deficient work due to incorrect finish grade control or bridge survey and reset reference points lost or destroyed by traffic or construction at Contractor expense.

See Subsection 151.01.1 for Design-Build Contracts.

105.09 AUTHORITY AND DUTIES OF PROJECT MANAGER

Each project will be staffed with a Project Manager who is the Engineer's direct representative. The Project Manager has immediate charge of the engineering details of each construction project and is responsible for the administration and satisfactory completion of the project.

The Project Manager can:

1. Reject defective material.
2. Suspend work being improperly performed.
3. Execute any authority delegated to the Project Manager by the Engineer.
4. Withhold up to 10% of the monthly estimate on associated work items when required documents have not been submitted in accordance with the contract.

The Project Manager will be identified before work begins.

105.10 AUTHORITY AND DUTIES OF INSPECTORS

Department Inspectors are authorized to:

- Inspect all work being done and materials furnished. Inspection extends to all or any part of the work and to the preparation or manufacture of the materials to be used. Inspection does not relieve the Contractor's obligation to perform the work as specified in the contract.
- Reject materials or suspend the work until the issue can be referred to and decided by the Project Manager.

Inspectors, Technicians, and Aides cannot:

- Revoke, alter, enlarge, or relax any requirements of the contract.
- Give final approval or accept any portion of work.
- Issue instructions contrary to the contract.

Waiving of specifications or changes to the contract requires a completed change order.

105.11 INSPECTION OF WORK

All work is subject to Department inspection. Inspectors may not be at all work activities nor available for all work shifts for each work activity. Perform the work meeting the contract requirements regardless of inspection.

Allow the Inspector access to all parts of the work and furnish information and assistance necessary to make a complete and detailed inspection. Provide a safe environment for the Inspector during the inspections.

Inspection of the work does not relieve the Contractor of its responsibility to meet the contract requirements. The Inspector cannot waive contract requirements.

Remove or uncover portions of the finished work as directed. Once examined, restore the work to the contract requirements. If the work is acceptable, the uncovering, or removing and replacing the covering or making good the parts removed is paid for as extra work. If the work is unacceptable, the uncovering, removing, and replacing the covering or making good the parts removed is at Contractor expense.

Work done or materials used without inspection by an authorized Department Inspector may be ordered removed and replaced at Contractor expense.

When a government agency, political subdivision, a utility, or railroad is to accept or pay a portion of the cost of the work covered by the contract, the organization's representatives may inspect the work. The inspection does not make that entity a party to the contract nor permit it to interfere with the rights of either party to the contract.

105.12 REMOVAL OF UNACCEPTABLE AND UNAUTHORIZED WORK

Work not meeting the contract requirements is unacceptable, unless determined acceptable under Subsection 105.03.

Remove and replace any unacceptable work before final acceptance at Contractor expense. This requirement has full effect regardless of the fact that the unacceptable work or defective materials were known or overlooked by the Inspector.

Work done contrary to instructions received, or beyond the plan limits, or extra work done without the permission of the Project Manager will not be considered for payment. Work so done may be ordered removed, restored, or replaced at Contractor expense.

Neither the Contractor nor the Department incurs any liability by reason of any verbal directions or instructions received from the Project Manager. The Department will not be liable for extra materials furnished or used, or for extra work or labor done, unless required by written order from the Project Manager.

If the Contractor fails to follow any order made under this subsection, the Project Manager has the authority to remove, replace, or restore the work and deduct the costs from any monies due or to become due the Contractor.

105.13 RESERVED

105.14 RESERVED

105.15 COMPONENT INSPECTION

Upon notice of completion of a project component with a contract specific warranty (non-manufacturer), a milestone, or defined phase or unit of construction, the Project Manager will arrange to inspect that work. Seal Coat warrantees will be administered in accordance with Section 409.

If the contract work is found satisfactorily completed, the inspection will constitute the component inspection. If the inspection discloses unsatisfactory work, the Project Manager will issue written instructions to the Contractor on the necessary corrections. When the deficiencies are corrected, another inspection will be made which constitutes the component inspection.

Upon completion of the component inspection, submit a completed Contractor's Component Inspection (form MDT-CON-105-15-1). The Contractor's project superintendent must sign the form.

The form must state that:

1. The Department and the Contractor have completed a component inspection of the work, and the Contractor verifies that the work was completed in full accordance with the specifications and the requirements of the contract.
2. If applicable, the component has an associated incentive or disincentive, and they have been assessed.
3. If applicable, the component has an associated warranty and what the expiration date is.

Contract time assessment will not cease until all contract-specific warranties have expired but may be suspended under Subsection 105.17.2. Within 14 calendar days of being notified of necessary warranty repairs, submit a plan detailing repair procedure(s), the expected date activities will begin, and expected duration of repair work. The time suspension will be rescinded, and contract time charged if a repair plan is not provided within the allotted 14 calendar days.

The time suspension will be rescinded, and contract time charged beginning on the date that repair activities begin, or the date provided in the repair plan, whichever is earlier, and continue until repairs are complete.

Completion and approval of the Contractor's Work Component Inspection is not a statement or commitment by the Department that all work meets the contract requirements and does not waive or alter any of the contract's terms.

105.16 CLAIMS FOR ADJUSTMENT AND DISPUTES

The Department may, at any time during the claims process, provide an equitable adjustment to resolve the claim in accordance with Subsection 109.04.3.

105.16.1 Notice of Claim

A notice of claim may be submitted after a resolution cannot be agreed upon utilizing the partnering issue resolution ladder identified in the Montana Partnering Field Guide. The Statewide Project Delivery Engineer or District Administrator will notify the Contractor in writing regarding the date which will be used as the day of disagreement.

Submit a notice of claim using the Department's Notice of Claim (form MDT-CON-105-16-1A) no later than 3 business days after the day of disagreement(s) that is to be the subject of a claim for additional compensation, time extension, contract change, or other remedy. Provide full details in the written notice why additional compensation, time extension, contract change, or other remedies are warranted. Attach to the notice of claim all documentation showing the history of the disagreement.

Upon submission of the written notice, immediately begin keeping and maintaining complete and specific daily records using the Department's Claim Cost Record (form MDT-CON-105-16-1) of all details and costs directly related to the disagreement. The form is available from the Project Manager or the Department's website. Base equipment costs on internal rates for ownership, depreciation, and operating expense. Provide the Project Manager with updates of details and costs related to the disagreement as they develop.

Failure to timely provide the written notice as required waives the Contractor's right to make any claim for the disagreement. Ensure that any notice of disagreement is fully and completely explained and documented, as the Department expects and requires early notice to mitigate costs and to fully document any potential costs.

The Project Manager will attempt to resolve the disagreement after the written notice is submitted. The Project Manager will issue a written response no more than 14 calendar days after receipt of the written notice.

The Contractor may send a written request to the CES Engineer for approval to bypass:

1. The Project Manager's attempt to resolve the disagreement after the written notice is submitted, and
2. The Project Manager's written response after receipt of the written notice, if all the following apply:
   - **a.** The Partnering issue resolution ladder has been exhausted at all levels without a satisfactory agreement.
   - **b.** A notice of claim has been filed, and
   - **c.** A certified claim is expected.

Upon the CES Engineer's written approval of this request, the Contractor may submit a Certified Claim within 14 calendar days in accordance with Subsection 105.16.2.

105.16.2 Submission of Certified Claims

If an agreeable resolution is not reached within 14 calendar days of the written notice, the Contractor may submit a Certified Claim by completing the Certified Claim (form MDT-CON-105-16-2) no more than 14 calendar days after receipt of the Project Manager's response. Include all Claim Cost Records to date with the Certified Claim. Submit to The District Project Delivery Engineer and the CES Engineer of the Engineering Division. The Project Manager will continue to attempt to resolve the disagreement after the Certified Claim is submitted.

Detail the following, if applicable in the Certified Claim:

A. Summary. (label page 1.1 through page 1.X) Include a detailed, factual statement of the claim for additional compensation and contract time, if any, with necessary dates and

locations of work involved in the claim. Also include detailed facts supporting the Contractor's position.

B. Proof of Notice. (label page 2.1 through page 2.X) Submit notice of claim with all attachments that was furnished. Include the date when the written notice was given.

C. Supporting Documents. (label page 3.1 through page 3.X) Furnish copies of the contract specifications that support the Contractor's claim.

D. Theory of Entitlement. (label page 4.1 through page 4.X) Include a narrative of how or why the specific contract specifications support the claim.

E. Itemized Lists. (label page 5.1 through page 5.X) Provide an itemized list of claimed damages that resulted from the event with a narrative of the theories and records and documents used to arrive at the value of the damages.

F. Time Requests. (label page 6.1 through page 6.X) Provide additional contract time requests if the claim is for a combination of additional compensation and contract time. Submit the schedule that was in effect when the event occurred and a detailed narrative which explains how the event impacted contract time. In addition, if the Department-caused delay is claimed, provide the following:

1. Include the specific days and dates under claim.
2. Provide detailed facts about the specific acts or omissions of the Department that allegedly caused the delay, and the specific reasons why the resulting delay was unreasonable; and
3. Provide a schedule evaluation that accurately describes the impacts of the claimed delay.

G. Expense Records. (label page 7.1 through page 7.X) Submit copies of actual expense records. Include documents that contain the detailed records which support and total to the exact amount of additional compensation requested. Include the information and calculations necessary to support that amount. At a minimum, provide the following:

1. Direct materials.
2. Direct equipment. The rate claimed for each piece of equipment not to exceed the actual cost. For each piece of equipment, include a detailed description of the equipment and attachments, specific days and dates of use or standby, and specific hours of use or standby.
3. Direct labor; and
4. Other categories as specified by the Contractor or the Department.

H. Supporting Records. (label page 8.1 through page 8.X) Provide additional supporting records and documents including copies of, or excerpts from the following:

1. Any documents that support the claim, such as manuals standard to the industry and used by the Contractor; and
2. Any daily reports or diaries related to the event, photographs or media that help explain the issue or event.

I. Certification. (label page 9.1 through 9.X) Provide a certified statement, signed by a representative authorized to execute change orders, by the Contractor, subcontractor, supplier, or entity originating the claim as to the validity of facts and costs.

J. Lower Tier Claim. (label page 10.1 through 10.X) If the claim includes work done or costs incurred by any subcontractors, suppliers, or any entity other than the Contractor, the following are required:

1. Copies of the Contractor's, subcontractor's, supplier’s, and entity's (at all tiers above the level of which the claim originates) separate evaluation of entitlement.
2. Copies of the Contractor's, subcontractor's, supplier’s, and entity's (at all tiers above the level of which the claim originates) independent verification and evaluation of the amount of damages sought; and

3. An authorized representative to execute change orders on behalf of the Contractor, Subcontractor, Supplier and Entity (at all tiers above the level of which the claim originates).

If the Project Manager determines that additional information, records, or documentation is needed to allow proper evaluation of the claim submittal, the Project Manager will request the information, records, or documentation. Submit the requested information within 14 calendar days.

If the claim includes requests for delay compensation, follow all procedures in Subsection 108.07.6.

The Prime Contractor must verify the claim data and certify the claim. Claims from a subcontractor or supplier will not be accepted. Only the Prime Contractor may submit the Certified Claim.

Failure to timely submit the completed Certified Claim form or the Claim Cost Records as required is a material breach of contract and waives the Contractor's right to make any claim for the disagreement or be entitled to any compensation, time extension or contract change related to the disagreement.

Allow the Project Manager access to and provide copies of all records when requested by the Department. Make other project records available for technical and audit evaluation during the project and after the claim-related work has been performed. Promptly furnish written clarification and any additional information or data requested by the Department.

After the Certified Claim is submitted, continue keeping and maintaining complete and specific daily records using the Department's Claim Cost Record form of all details and costs directly related to the claim. Base equipment costs on internal rates for ownership, depreciation, and operating expense.

Submit claim updates every month until the claim is resolved. Include all costs incurred and any other pertinent information discovered after the Certified Claim was submitted and include copies of all Claim Cost Records for that month.

For claims over $100,000, all claim costs must be certified by a certified public accountant (CPA) prior to the claim being resolved.

Do not change the basis of a claim after submitting the written notice. Do not supplement a faulty submission to rebut or dispute a decision made by the Project Manager. Claims that have changed in basis or that have been supplemented due to an original faulty submission will not be considered and are waived by the Contractor.

The Contractor waives the claim and any compensation, time extension, or contract change for any of the following:

1. Not filing a timely, complete written notice.
2. Not submitting a timely and complete Certified Claim form.
3. Not submitting monthly claim updates as required; or
4. Not keeping and submitting timely and complete Claim Cost Records.

105.16.3 Decision on Claims

The Prime Contractor must verify the claim data and certify the claim. Claims from a subcontractor or supplier will not be accepted. The District Project Delivery Engineer will provide a written decision no more than 30 calendar days after receipt of the Certified Claim for contracts that do not require Escrow of Bid Documents. The District Project Delivery Engineer will provide a written decision no more than 45 calendar days after receipt of Bid Documents for Contracts that require Escrow of Bid Documents. Where a series of claims are filed on contracts that require Escrow of Bid Documents, each claim will have a written decision from the District Project Delivery Engineer no more than 45 calendar days after the date of receipt of the individual claim. If additional time is required to research and evaluate the Claim, the District Project Delivery Engineer can extend the time period 14 calendar days by notifying the Contractor in writing.

To advance the claim, appeal the District Project Delivery Engineer's decision to the Claims Review Board (Board). Submit the Request for Appeal (form MDT-CON-105-16-3H) to the CES Engineer no more than 30 calendar days after the date of the District Project Delivery Engineer's decision. Submit a copy of the appeal to the District Project Delivery Engineer. The District Project Delivery Engineer's decision is final unless appealed no more than 30 calendar days after the date of the decision. If appealed, the District Project Delivery Engineer will forward the original claim, supporting documents or evidence, and the District's evaluation to the CES Engineer.

The CES Engineer will submit the claim to the Board. Board meetings are scheduled on a quarterly basis, with the schedule available on request from the CES Engineer. Claim appeals received less than 60 calendar days in advance of the next scheduled Board meeting may not be presented to the Board until the following scheduled meeting.

The Board will only review those documents and evidence submitted in the original claim, its supporting documents, and the District's evaluation, but may request further information from the District Project Delivery Engineer or the Contractor.

The Board may affirm, overrule, or modify, in whole or in part, the decision of the District Project Delivery Engineer. The decision of the Board is the Department's final decision.

The Contractor or Department may request non-binding, independent third party mediation. The Contractor's request for third party mediation must be submitted to the Statewide Project Delivery Engineer on the Request for Mediation (form MDT-CON-105-16-3E) no more than 30 calendar days after the date of the Board's decision. If the Department and Contractor both agree to mediation, they must mutually agree on a mediator and a mediation date within 14 calendar days of the date of the request for mediation. All costs associated with mediation will be shared equally between the Contractor and the Department.

105.17 PROJECT FINALIZATION

105.17.1 Final Walk-through Process

When all physical work has been completed in accordance with the contract requirements, a final walk-through process will be completed to inspect the work and identify and resolve all punch-list items. If all work is complete but deferment of the final walk-through is necessary for causes outside the Contractor's control, the Project Manager will suspend contract time.

The following describes the process between the Project Manager and the Contractor:

1. The Contractor requests a final walk-through inspection using the Final Walk-Through Request (form MDT-CON-105-17-1B). Submit the preliminary MPDES/NPDES storm water permit package, if applicable, for review with this form if not previously submitted.
2. A final walk-through inspection is conducted between the Project Manager, District Project Delivery Engineer and Contractor. The final walk-through process may be postponed due to project conditions outside of Contractor control.
3. A final storm water walk-through is conducted between the Project Manager, District Environmental Engineering Specialist, Contractor, and Maintenance or local entity as appropriate.
4. Punch-list items are identified, including site work deficiencies, outstanding materials and/or Civil Rights requirements, environmental permit compliance issues, and outstanding claims. A written list of punch-list items is submitted to the Contractor within 30 calendar days of the request for the final walk-through inspection.
5. The Contractor submits the final MPDES/NPDES storm water permit package.
6. When punch-list items are completed and/or resolved, the Contractor requests a final verification using the Final Walk-Through Verification Request (form MDT-CON-105-17-1D). The Department is exercising some operational control of the MPDES/NPDES storm water permit when the requested changes are completed.

7. The Project Manager will grant Conditional Final Acceptance within 30 calendar days of the receipt of the request for the final walk-through verification. If the punch-list items are fully resolved, no further action is required. If deficiencies still exist, payment will be deducted from the estimate as appropriate. The final acceptance will be granted when all contract-specific warranties have expired, and all warranty issues have been resolved.

Contract time assessment will not cease until all contract-specific warranties have expired but may be suspended under Subsection 105.17.2.

105.17.2 Final Acceptance

When the Final Walk-through Process is complete (conditional final acceptance), all project-specific warranties have expired, and all warranty issues have been resolved, submit the Final Acceptance using form MDT-CON-105-17-2. Before the form will be approved by the Department, the following items must be completed:

1. The work has been completed in accordance with the contract's specifications, and the required materials have been used, both in quality and quantity.
2. The Department and the Contractor have completed the final walk-through process, and the Contractor has corrected all deficiencies to the satisfaction of the Project Manager or payment will be deducted for outstanding deficiencies.
3. The project has been inspected for compliance with the MPDES/NPDES Storm Water Permit, all necessary corrective actions taken.
4. There are no known environmental violations. The Contractor is responsible for any violations issued for damages or non-compliance with permit requirements and conditions prior to the transfer of the MPDES/NPDES Storm Water Permit. The Contractor will defend and hold the Department harmless from any violations, claims, enforcement actions, penalties or fines issued for Contractor activities or recordkeeping that occurred prior to the transfer of the MPDES/NPDES Storm Water Permit; this does not include activities specifically directed by the Department in writing.
5. Liquidated damages have or have not been assessed, and damages that have been assessed either are or are not disputed by the Contractor.
6. The contract does or does not include any contract specific warranties (non-manufacturer). If it does, all contract specific warranties have expired, and all corrective actions have been completed.
7. All construction claims made on the contract have been submitted and are closed or resolved as of this date.
8. The Contractor has fully completed and submitted all supporting documentation required for the "Final Materials Certificate".
9. The Contractor has fully completed and submitted all supporting documentation required for the "Final Labor Certificate".

If any of the above is not completed in full before the certification form is submitted, the Project Manager will reject the form.

Contract time assessment will not cease until all warranty issues are corrected and the Final Acceptance form has been received and approved. The Project Manager may suspend contract time for punch-list items provided the roadway is in a safe and convenient condition. The date the form is approved is the Final Acceptance.

105.17.3 Final Estimate Process

When the contract has reached the Final Acceptance under Subsection 105.17.2, the contract documents will be finalized, and the final estimate processed within 90 calendar days. The final estimate will include the amount and value of each class of work performed and any extra work and materials. Errors made in previous partial payments will be corrected in the final estimate.

When the final estimate is prepared and all required documentation (such as material certifications, labor dispute resolutions, etc.) has been received, the CES Bureau will send a copy of the final estimate to the Contractor for review. The Contractor has 10 calendar days to notify the Project Manager in writing if the final estimate is acceptable. If no response is received within that timeframe, concurrence will be assumed.

To dispute the final estimate, submit the items disputed and justification to the CES Bureau. The CES Bureau will provide a written decision on the disputed items.

The Department reserves the right to withhold all, or part of the final payments earned under the contract until all taxes and assessments due and owing to the State of Montana for any reason have been paid in full unless a written release is received from the Department or the state agency having a claim against the Contractor.

SECTION 106
CONTROL OF MATERIAL

106.01 SOURCE OF SUPPLY AND QUALITY REQUIREMENTS

The contract specifies the basis of acceptance for materials and assemblies.

106.01.1 Source of Supply

Use only materials that meet the contract requirements. Submit a list of the names and addresses of the suppliers, producers, manufacturers, and fabricators furnishing products for the contract. Submit the list via email to (mdtmico@mt.gov) and the Project Manager. The Project Manager's email address is available from the MDT District Office. Itemize the list as shown in the contract schedule of items.

Material may be inspected and tested at the source of supply before delivery to the project. All materials may be inspected, tested, and possibly rejected before incorporated into the work.

Perform sampling of any material to be tested in accordance with the contract. The Department will decide if a sample was taken correctly. Samples not properly taken may be rejected and may not be accepted for testing.

Determine the quality and quantity of materials produced at or developed from any source based on the contract documents and by conducting an independent source investigation.

If payments due the owner of a materials source become delinquent and the owner notifies the Department, a sum equal to the amount of the delinquent payments may be withheld from estimate payments due the Contractor.

106.01.2 Samples, Tests, and Cited Specifications

A. Materials accepted by Certification. Ensure all required certifications for materials are furnished to the Department and the Department has inspected and accepted the certification before incorporating the materials into the work.

The Project Manager may grant written permission to place materials before receiving certifications for materials only under the following conditions:

1. Not placing the materials poses immediate danger to traffic or the general public; or
2. Not placing the materials would cause a delay in the work resulting in damage to the project or adjacent property.

The Project Manager may require that materials be removed and replaced at Contractor expense if the certification(s) are not furnished.

B. Materials Accepted by Department Testing. Do not incorporate material into the work until it is inspected or sampled by the Department.

Reference to a specification or test designated in AASHTO, ASTM, Federal Specifications, or other recognized, nonproprietary national organization, is the specification or test method that is current on the date of advertisement for bids and as amended by the Department's Test Method Manual. Copies of individual Montana test methods (MT Methods) are available from the Department's website: http://www.mdt.mt.gov.

Department material tests are by and at the Department's expense. Where there is a difference in the test methods, the order of precedence for tests is:

1. The Department's Standard Material Test Methods in the Materials Manual.
2. AASHTO.
3. ASTM.

Submit representative preliminary material samples in the specified quantities for testing upon request. The testing of preliminary samples does not constitute acceptance of the materials. Only materials delivered for incorporation into the work will be accepted or rejected based on the test results specified in the contract.

106.01.3 Unacceptable Materials

All materials not meeting the contract requirements will be accepted or rejected under Subsection 105.03.

106.02 LOCAL MATERIAL SOURCES

106.02.1 General

Local aggregate, borrow, and topsoil materials sources include prospected sources, Contractor-furnished sources, and mandatory sources.

Provide the source for obtaining local materials unless mandatory sources are specified. When prospected sources are identified in the contract, use the prospected sources, or locate other sources of material. Contractor-furnished sources must be approved by the Department.

The Contractor must:

1. Provide an approved reclamation plan meeting Subsection 106.02.5 before using any materials source.
2. Comply with Section 106 of the National Historic Preservation Act; and
3. Adhere to state and federal requirements and obtain clearance from the State Historic Preservation Officer before using material from surfacing and borrow sources.

106.02.2 Prospected Sources

Each District/Area lab has historical information regarding potential prospected sources. This information typically includes the source location, owner, and some test results of samples taken from the source. To view or obtain this information for sources near a project, contact the Area Lab Supervisor. The phone numbers for the District area offices are in Table 106-1.

TABLE 106-1
DISTRICT/AREA LAB PHONE NUMBERS

Area	Phone Number
Missoula	(406) 523-5800
Kalispell	(406) 751-2000
Butte	(406) 494-9600
Bozeman	(406) 556-4700
Great Falls	(406) 454-5880
Havre	(406) 262-5500
Glendive	(406) 345-8200
Wolf Point	(406) 653-6700
Miles City	(406) 233-3600
Billings	(406) 252-4138
Lewistown	(406) 538-1300
Helena	(406) 444-6300

The Department is not responsible for the quantity or quality of materials indicated in the prospected source reports. Test data included in the reports are based on the samples tested from the exact locations shown using standard tests. No interpretation is made or intended by the Department. Any interpretation is the judgment of the person examining the tests. See Subsection 102.06 concerning verifying quantity and quality by an independent subsurface investigation before submitting a bid. Make arrangements with landowners for sampling and obtaining material from the prospected material sources.

Do not sell or use material from Department-owned or Department-optioned sources for anything other than the designated project without a written agreement from the landowner and Department

approval. Other than those requirements specified in a written agreement between the landowner and Department, any arrangements between the landowner and the Contractor are solely between them. Submit all correspondence and agreements with the landowner

Notify the Department in writing if a prospected source is to be used and list the contract items for which that material will be used.

Pay all royalties, obtain all required permits, and follow their requirements. Coordinate with the landowner to determine the access routes that are allowed for use and any additional landowner requirements. Adhere to all agreed stipulations, including contouring of pits, topsoil conservation and replacement, seeding, repair or obliteration of haul roads, cattle guards, and fencing; the cost of which is incidental to and included in the materials cost.

106.02.3 Contractor-Furnished Sources

Acquire the rights to take materials from Contractor-furnished sources and pay all related costs, including costs due to increased haul length, exploring and source development.

Furnish material that meets all statutory and regulatory requirements for being non-toxic and non-hazardous. Do not furnish material from mine tailings and waste, slag, sources within state and federal superfund sites, or sources within areas known or suspected to be contaminated with toxic substances or petroleum products unless laboratory reports from an approved laboratory indicate the material meets these requirements.

Obtain Department approval for any special borrow, concrete, surfacing, bituminized, and riprap aggregates sources prior to use. Arrange with the Project Manager for representative samples to be taken and witnessed by the Department at least 30 calendar days before beginning production. Provide all equipment and labor necessary for the sampling. See Subsection 106.10 for the number of Department furnished tests at Department expense.

The Department's approval of the source does not release the Contractor from the responsibility to produce materials meeting all specified acceptance requirements.

A. Borrow Source Approval. 85%, rounded to the next highest whole number, of the samples taken from the source(s) must meet the soils classification specified in the contract.

Furnish a minimum of 8 Department-witnessed samples at the locations and depths designated within the limits of the proposed source(s). The minimum number of furnished samples may be adjusted based on the amount of Borrow with the approval of the Materials Bureau.

Samples will be tested for soils classification according to AASHTO M 145. If the source is approved, it may be limited to certain areas, layers, or soil classes within a source, during or after source approval testing. Approval of the source does not preclude the Department from sampling from the roadway.

B. Concrete, Surfacing, and Bituminized Aggregate Source Approval. The Department will process and test samples to determine the suitability of the material in accordance with Subsections 701.01, 701.02.1 and 701.03.1.

Passing wear and sulfate soundness test results are mandatory for Department approval of concrete aggregate sources. Passing wear and Micro-Deval or sulfate soundness test results are mandatory for Department approval of surfacing and bituminized aggregate sources.

Assume all risk for producing aggregate from sources not meeting the wear test (AASHTO T 96) and sulfate soundness test (AASHTO T 104) or Micro-Deval test (AASHTO T 327) as applicable. The Department will test stockpiled aggregate for wear, sulfate soundness, or Micro-Deval from sources that are not approved.

C. Riprap Source Approval. The Department will approve proposed sources of riprap. Furnish riprap from sources that meet the material requirements of Subsection 701.06. Passing wear

(ASTM C535), soundness (AASHTO T 104), absorption (AASHTO T 85), and specific gravity (AASHTO T 85) results are mandatory for Department approval of riprap sources. Do not place riprap without approval. Submit a 200-pound sample of plus No.4 material representative of the riprap source. Crush the sample so that the entire sample passes a 2 ½″ sieve. Assume all risk for producing riprap from unapproved sources.

If the test results indicate the material does not meet the requirements, the Contractor may make a written request for an independent laboratory to retest the material in question. The Contractor and the Department must agree upon the choice of an independent laboratory before release of the sample for testing. The Department will maintain and provide the original sample in the event of a retest. The independent laboratory results will be averaged with the results provided by the Department and the averaged results will be binding on both parties for approval of the material in question. The Contractor must pay the cost of duplicate testing if the average results in a failing test. The Department will pay the cost of duplicate testing if the average results in a passing test.

Furnish material that does not contain wood and other plant material.

The portion of the material retained on the No. 4 sieve is defined as coarse aggregate, and that passing the No. 4 sieve is defined as fine aggregate.

The Department has 30 calendar days from receipt of the test sample to furnish the test results. Contract time will be increased, working day for working day, for each day the test results are delayed beyond the 30-day review period, if the Departments delay affects the Contractor's operation as shown on the current work schedule. Contract time will not be extended if the delay occurs from November 16th through April 15th unless the Contractor is being charged contract time under Subsection 108.07.3.

106.02.4 Mandatory Material Sources

Use of materials from mandatory sources is a condition for preparing a bid and executing a contract. Follow the conditions in the contract for producing materials from mandatory sources.

106.02.5 Reclamation Requirements

A. General. Reclaim all land used in constructing the project as required by the approved reclamation plan. Comply with the pertinent statutes relating to open cut mining (Section 82-4 MCA); hard rock mining (Section 82-4-3 MCA); water quality (Section 75-5 MCA); stream bank preservation (Section 75-5 MCA); the Montana County Noxious Weed Management Act Section 7-22-21 MCA; and all other applicable federal, state, and local statutes, regulations and ordinances.

The DEQ has final responsibility for administration of the Open Cut Mining Act and the Hard Rock Mining Act and must review and approve all reclamation plans and reclamation work. Follow all directives and instructions issued by the DEQ with regard to reclamation work.

B. Reclamation Plan. Submit the approved reclamation plan before removing earth, quarried rock, sand, gravel, or other substance from any materials source. Follow the DEQ "Format for Reclamation Plan" and "Mapping Guidelines" when developing reclamation plans. The format and guidelines are available from:

Department of Environmental Quality
Permitting and Compliance Division
Industrial and Energy Minerals Bureau
Open Cut Mining Section
Helena, MT 59620-0901

The time allowed for approval of reclamation plans is included in the Open Cut Mining Act, Section 82-4-434 MCA.

C. Reclamation Work. Perform reclamation immediately after removing the necessary material. Leave all slopes in a stable condition and, if topographic conditions permit, grade to no

steeper than 3H:1V after final grading. Grade the excavated area to maintain the natural contour of the land and blend into the surrounding terrain. Remove or grade all outcroppings to daylight where possible.

Strip and stockpile all topsoil and overburden from the material source, stockpile site, crushing area, and equipment parking areas before excavating material. Salvage all topsoil from all new or widened haul, access, and service roads before grading or surfacing. Reclaim all roads when removal operations are complete. Store overburden or subsoil separately from topsoil and replace before topsoil is replaced on reclaimed areas. Uniformly re-distribute all topsoil to the entire reclaimed area.

Seed all re-top soiled areas during the first seeding season following grading and topsoil replacement. Contour-seed all slopes steeper than 3H:1V.

Fence newly seeded, reclaimed areas including roads where required to protect from livestock. Use Type F-3M fence.

Do not locate material sources in a flowing stream or on a stream floodway at a location likely to develop a new channel to the stream during flooding. Leave the final floor elevations of material sources high enough to not be impacted by fluctuations in the groundwater table, unless addressed in the approved reclamation plan. Provide protection and safety of persons and property adjacent to the work.

D. Method of Measurement and Basis of Payment. Reclamation of material sources is incidental to the materials cost.

106.02.6 Protection of Livestock and Property

Prevent livestock from straying into or out of any materials source.

Protect all irrigation facilities from construction operations. Promptly repair or replace damaged irrigation facilities to the landowner’s satisfaction at Contractor expense.

106.02.7 Rejects (Excess Fines)

Material referred to as "rejects" are inherent in a rock pit, gravel pit, or quarry, or accumulated during crushing and screening operations. Stockpile rejects, from material sources owned or optioned by the Department and not acceptable for use on the project, at a site selected or approved by the Project Manager when requested. Stockpiled reject material is paid for at 15 cents per ton mile for haul in excess of 200 feet from the crusher site to the stockpile.

Retain title to all rejects accumulated during aggregate production from Contractor-furnished sources. Department purchased rejects are paid for at an agreed purchase price.

106.03 CERTIFICATION OF COMPLIANCE

A certification of compliance states the material meets the contract requirements. A manufacturer’s authorized representative must sign the certificate. Clearly identify each lot of certified materials or assemblies delivered to the work in the certificate of compliance. Materials or assemblies used on the basis of certificates of compliance may be sampled and tested at any time. Materials not meeting contract requirements will be rejected.

106.03.1 Product Data Sheet

A product data sheet describes the mechanical, thermal, physical, chemical, and specific properties of the product. Product data sheets must contain relevant standards, test methods, and results for applicable materials and subcomponents showing products to be in compliance with contract requirements.

106.04 PLANT INSPECTION

Meet the following conditions if materials are Department inspected at the source of supply or manufacture:

1. Provide the Inspector full cooperation and assistance during inspections.

2. Provide the Inspector full entry to all parts of the plant used in the manufacture or production of the materials.
3. Furnish the facilities to determine if the material furnished meets contract requirements.
4. Provide and maintain adequate safety measures.

Materials inspected at the source may be re-inspected before incorporation into the work. Materials not meeting the contract requirements will be rejected.

106.05 FIELD LABORATORY

The Department will furnish all field offices, laboratories, and cure boxes.

Furnish and install electrical power as directed:

- A continuous 200-ampere, 220-to-230-volt, single phase, 60-hertz power supply using a four-wire connector; or
- A 110 to 120 volt alternating current of sufficient capacity.

Have the source connected by a Montana licensed electrician.

Furnish a potable water supply to operate all testing equipment for the offices and laboratories.

Notify the Project Manager at least 2 business days prior to producing material to be tested in the field laboratory or cured in the cure boxes. Do not begin production until the test trailer or cure boxes is fully operational.

No additional payment will be made for providing power and water to the field office and laboratories or cure boxes. Include these costs in the other items on the project.

106.06 QUALIFIED PRODUCTS LIST

The Department's Materials Bureau maintains a QPL. Obtain further information and requirements on the QPL website, located at: https://www.mdt.mt.gov/business/contracting/qpl-construction-products.aspx

The QPL is limited to certain types of items. Different types of products may be added to or deleted from the QPL. Procedures for qualifying, listing, and de-listing products are available on the QPL website.

Materials listed as approved on the QPL at the time the materials are delivered to the project may be accepted as a pre-approved QPL item in lieu of the normal sampling and testing procedures.

Submit the documentation required by the QPL.

Work to qualify or list products on the QPL is not measured for payment.

106.07 HANDLING AND STORAGE OF MATERIALS

Store and handle materials to preserve their quality. Stored materials are subject to inspection and re-testing before incorporating into the work. Locate stored materials for ease of inspection.

Obtain approval to use portions of the R/W for storage and placing the plant and equipment.

Obtain additional required space at Contractor expense. Do not use private property for storage without the landowners or lessees' written permission. Submit copies of the written permission. Restore all storage sites to original condition at Contractor expense.

Transport bulk materials in vehicles that do not cause material loss or segregation.

106.08 DEPARTMENT FURNISHED MATERIAL

Department furnished material will be delivered or made available at the locations specified.

Include the cost of handling and placing Department-furnished materials in the contract unit price for the item.

Be responsible for all Department furnished material. Deductions will be made from any monies due for shortages, deficiencies, and damage that occur after delivery. Demurrage charges, resulting from failure to accept the material at the designated time and location will be deducted from monies due the Contractor.

106.09 DOMESTIC MATERIALS

Furnish domestic steel or iron materials for permanent incorporation in the work. Domestic material is material produced by manufacturing processes, including coating of steel or iron, that have occurred entirely in the United States. Pig iron, and processed, pelletized, and reduced iron ore may be manufactured outside the United States. In accordance with MT 601, furnish the appropriate manufacturer's documentation of the manufacturing processes, including coatings of covered materials, as performed in the United States. Submit a completed Certificate of Compliance (form 406) for all Category 1 or Category 2 items.

Do not incorporate steel or iron materials into the project until all required documentation is submitted to the Department. Ensure that suppliers understand Buy America and contract requirements to supply the required documentation. Domestic steel and iron must meet the requirements of 23 CFR 635.410 and 23 USC Section 313. Submit documentation to the Department in a clear, organized, legible manner or it will be returned. Clarify which material certifications are for which items. The Department will review the submitted documentation one time at no cost to the contractor. If the Department determines that the submitted documentation is inadequate or fails to meet the contract requirements, the submitted documentation will be returned for clarification or correction. The cost for the Department's re-review of the same submittal is the contractor's responsibility and may be deducted from contractor payments.

The Department will not accept items installed until all supporting documentation has been reviewed and is found to be in accordance with the contract requirements. Insufficient or unavailable documentation or documentation showing products to contain steel of foreign origin are grounds for removal and replacement at the contractor's expense.

Material inspection of pre-cast products, and prefabricated steel products, may take place at the point of manufacture. Material inspection of prestressed concrete items and prefabricated steel bridge members included in Subsections 556.03.1(1), (2), and (3) will take place at point of manufacture. Pre-cast concrete plants and prefabricated steel plants may be inspected by the Department or may be required to maintain a third-party certification, or both. The Department reserves the right to determine the level of inspection when not otherwise stated in these specifications or the contract. When the Department inspects these products or facilities, the District Materials Lab, Helena Materials Bureau, or Department representative will verify that the fabricator is maintaining supporting documentation.

All pre-cast products containing steel and prefabricated steel products delivered to the project must be accompanied by signed documentation from the end product manufacturer (precast plant or prefabrication plant) which states that all steel used in the product has been produced by manufacturing processes, including coating of steel or iron, that have occurred entirely in the United States (melted/recycled and manufactured in the U.S.) and they have maintained supporting documentation. When products or facilities have been inspected by the Department as described above, original mill test reports from steel fabricators or suppliers are not required to be submitted for precast and prefabricated steel products, however all supporting documentation (original mill test reports and certification of all manufacturing processes, including coatings) must be maintained by the fabricator and made available to the Department as requested. When products or facilities have not been inspected by the Department as described above, submit documentation as required by Section MT 601 of the Montana Materials Manual. Submit a form 406 with the appropriate level of signed documentation by the end product manufacturer that all steel incorporated has been produced by manufacturing processes, including coating of steel or iron, that have occurred entirely in the United States (melted/recycled and manufactured in the U.S.).

A minimal quantity of foreign manufactured steel and iron material may be used if the cost of the material, including delivery costs to the project, does not exceed one-tenth of 1% of the total contract amount or $2,500.00, whichever is greater. Submit a request to use a minimal quantity of foreign manufactured steel and iron a minimum of 5 business days before incorporation into the work.

Include in the request the dollar amount of the steel for this request, and the cumulative dollar amount requested to date. Provide documentation, typically in the form of invoices, showing product and delivery cost. Failure to do so will require removal and replacement of all foreign steel and iron with domestic steel and iron. If the foreign steel and iron cannot be positively distinguished from any domestic material used, then all of the material must be removed and replaced with domestic steel and iron at the contractor's expense.

106.09.1 Steel Price Adjustment

The Contractor may elect to participate in a Steel Price Adjustment to payments for selected bid items made primarily of steel. Payment adjustments will only be made for fluctuations in the cost of the steel material. No adjustment will be made for changes in the cost of manufacturing, fabrication, shipping, storage, for any products purchased from the mill prior to the letting date, or for steel that is not permanently incorporated into the work.

The price adjustment will be based on the base price per pound of steel and changes to the steel price index between the bid letting date and the steel purchase date. Payment adjustments may be positive or negative.

Steel Price Index: The Department will use the Bureau of Labor and Statistics Producer Price Index (BLS PPI) "Steel Mill Products" Series ID WPU1017 not seasonally adjusted. The index used will be the final version of the index, revised 4 months after the original publication, including any corrections to the index.

The current base price per pound of steel is specified in the contract special provision.

A. Applicable Bid Items. Notify the Project Manager in writing by the Notice to Proceed date or at the pre-construction conference, whichever comes first, of any intent to participate in the steel price adjustment. Select the bid items for participation at the time of notification to the Project Manager. No changes will be allowed after submission.

Nuts, bolts, rebar chairs, connecting bands, and other miscellaneous hardware items will not be included in the price adjustment. High strength bridge bolt assemblies may be included in the price adjustment.

B. Steel Price Index. Furnish the following documentation for all steel bid items selected for steel price adjustment regardless of whether the index increased or decreased:

1. Paid invoice or other proof of purchase showing the date the steel was purchased and the weight of the steel.
2. An affidavit signed by the Contractor stating that the information provided is true and accurate.
3. Submit all documentation prior to incorporating the steel into the work. This provision in no way modifies or cancels the requirements of Subsection 106.09.

C. Steel Price Adjustment. The Project Manager will calculate the adjustments. Adjustments may be positive, negative, or non-existent depending on the difference between the Base Index (IB) and Current Index (IC). No price adjustment will be made unless the IC is 10% higher or lower than the IB.

For Increases:

Adjustment Factor (AF) = $\frac{IC}{IB}$ - 1.10, rounded to the nearest 0.01

If AF ≤ 0, no adjustment.

If AF > 0, continue

$$\text{Payment Adjustment} = \text{AF} \times \text{weight} \times \text{base price}$$

For Decreases:

Adjustment Factor AF = $\frac{IC}{IB}$ - 0.90, rounded to the nearest 0.01

If AF ≥ 0, no adjustment.

If AF < 0, continue

Payment Adjustment = AF × weight × base price

Where:

IB - BLS PPI for month contract was let

IC - BLS PPI for month material was purchased from the mill (invoice date)

Weight - weight of steel in pounds

106.10 MIX DESIGNS AND TESTING OF MATERIAL SOURCES

The Department will furnish the number of mix design verifications or tests shown in Table 106-2, at no cost to the Contractor.

TABLE 106-2
NUMBER OF MIX DESIGNS VERIFICATIONS OR TESTS FURNISHED AT NO COST

Description	Number Furnished Per Contract
Plant Mix Surfacing Mix Design Verification	2 per grade
Special Borrow Testing Package	1 per 65,000 yd^3 of plan quantity
Surfacing Material Testing Package Indicated source(s) shown on plans Surfacing source(s) furnished by the Contractor	 2 2

Requests for additional verification or testing will be processed in the order received, with a minimum 30 calendar day turnaround. The Contractor will be charged the Department's cost for each additional mix design verification or testing package. The total cost will be deducted from the progress estimate payments.

SECTION 107
LEGAL RELATIONS AND RESPONSIBLITIES TO THE PUBLIC

107.01 LAWS, RULES, AND REGULATIONS TO BE OBSERVED

Observe and comply with all of the following:

1. Federal and state laws and regulations.
2. Local laws and ordinances; and
3. Regulations, orders and decrees of bodies or Tribal ordinances having any jurisdiction or authority.

Protect and indemnify the Department and its representatives against any claim or liability arising from the violation of any of the above listed items, whether violated by the Contractor, a Subcontractor, material man, or supplier, or any of their employees or agents.

Follow all rules and regulations of federal, state, and local health officials. Do not require an employee of the Contractor or Subcontractor(s) to work in surroundings, or under conditions that are unsanitary, hazardous, or dangerous to health or safety. Admit any Inspector of the OSHA or other legally responsible agency involved in safety and health administration without delay and without presentation of an inspection warrant to all areas of the work and project site upon presentation of proper credentials.

Comply with and enforce all federal, state, and local safety standards (e.g., the Montana Scaffolding Act, etc.) for Contractor's workers and its Subcontractor's workers on the project, protecting and indemnifying the Department and its representatives from all claims, suits, damages or liabilities from all accidents or safety violations, and ensuring the public's safety. The Contractor is not to enforce safety standards for Department employees.

Follow federal, state, and local laws, rules, and regulations regarding any illegal discriminatory practices. Employment and access to all programs and services must be free from any form of illegal discrimination based on federal or state protected class as referenced in the Non-Discrimination Notice Attachment.

Work within a state or national forest is under the regulations of the authority having jurisdiction governing the forest.

2 CFR 200.216 has been added to the Code of Federal Regulations and became effective August 13, 2020. Ensure any telecommunications or video surveillance equipment, services, or systems used or installed on Federal Aid Projects comply with 2 CFR 200.216.

Immediately notify the Project Manager in writing if any discrepancy or inconsistency is discovered between the contract and any law, ordinance, regulation, order, or decree.

107.02 PERMITS, LICENSES AND TAXES

Obtain all legally required permits, authorizations, and licenses, pay all charges, fees, taxes, and fuel taxes giving all notices necessary and incidental to the lawful prosecution of the work.

107.03 PATENTED DEVICES, MATERIALS AND PROCESSES

Do not use any design, device, material, or process covered by letters of patent or copyright, without a legal agreement with the patentee or owner. Indemnify and hold harmless the Department, any affected third party, or political subdivision from all claims for infringement for the use of any patented design, device, material or process, or trademark or copyright. Indemnify the Department of all costs, expenses, and damages obligated for payment by reason of an infringement during the prosecution or after the completion of the project.

107.04 RESTORING SURFACES OPENED BY PERMIT

The Department may grant permits to construct or re-construct a utility facility in the highway or street for authorities of the municipality in which the work is done. Do not allow any individual, firm, or corporation to make an opening in the street without a Department permit. Do not allow any

person or persons to make an opening unless authorized by the Department. Parties bearing permits may make openings in the street. When requested by the Project Manager, repair these openings. The work is paid for under Subsection 104.03 or as provided in the contract. Repair to the same standards as the original work.

107.05 FEDERAL AID PARTICIPATION

Federal laws, rules, or regulations in conflict with any provisions of a federally assisted contract prevail and take precedence over conflicting contract provisions.

Federally assisted work is under Department supervision and subject to inspection and approval of the United States Government. Inspections by authorized Federal representatives do not make the United States a party to the contract and do not interfere with the rights of the contract parties.

107.06 PUBLIC CONVENIENCE AND SAFETY

Conduct construction with minimum obstruction to traffic. Provide safety and convenience to the public and protect persons and property including, but not limited to, items specified in Subsection 104.05 and Section 618.

High-visibility safety apparel must be worn by all workers within the R/W of all projects. Use high-visibility safety apparel that meets the Performance Class 2 or 3 requirements of the ANSI/ISEA 107 publication entitled American National Standard for High-Visibility Safety Apparel and Headwear. Class 3 apparel is required for all nighttime work.

Workers include all persons on the project at the request of, employed by, or for the benefit of the Contractor. This includes suppliers and subcontractors at every tier, including volunteers.

A worker's failure to wear required apparel may result in the worker's immediate and permanent ejection from the project, and/or a suspension of work in that area, at the discretion of the Project Manager. No claim for compensation or delay costs may be made by or through the Contractor in such a case.

Provide complete protection at all times to the travelling public crossing under any structure. Employ positive means such as netting, tarpaulins, wood, or metal covering to prevent tools, materials, etc. from falling onto the roadway below. Positive protection may include traffic control methods, or other approved means to ensure complete protection.

Submit the proposed method and any modifications of the proposed method of traffic protection for approval a minimum of 2 days prior to the start of this work. Do not begin work until the protection plan is approved and installed to the satisfaction of the Project Manager. Failure to maintain such safeguards in an effective manner may result in an immediate shutdown of work until corrected.

Do not close public roads without the Engineer's permission.

Providing protection to underlying roadways is not measured for payment.

107.07 RAILWAY-HIGHWAY PROVISIONS

Responsibilities for work involving railway property are:

A. Contractor. Perform work on railroad R/W without interfering with the movements of trains or traffic on railway property. Do not cross the railway R/W or tracks except at temporary or existing, open public grade crossings.

Furnish signed copies of the Contractor Requirements and Acknowledgment for Working on Railroad Right of Way found in the contract to the railroad and Project Manager before entering railroad property and starting work.

Provide advance notice, as agreed between the Contractor and railway officials, before working on railway property, hauling across railway tracks, or blasting within 1000 feet of railway property.

Comply with Section 204 and Subsection 107.18 when blasting or performing other work on or near railway property.

Furnish insurance for all work performed as required by Subsection 107.13 or the contract. Make arrangements with the railway company for railway crossings not specified in the contract at Contractor expense.

Reimburse the railroad company for all costs of railway flagging, other protective services, and installation of temporary crossings for haul roads for Contractor-furnished material sources based on billings submitted by the railway company.

B. Department. The Department will:

1. Enter into an agreement with the Contractor and the railway company when required by the railway company.
2. Arrange for railway crossings specified in the contract and pay for the crossings, railway flagging and other protective services necessary for work performed on or near railroad R/W, including haul road track crossings to Department-optioned or owned material sources; and
3. Forward billings for flagging, track crossings, and other protective service billings for Contractor-requested crossings, submitted to the Department by the railway company.

C. Railway. Railway companies must:

1. Furnish all flagging or other protective service as necessary for the safe operation of trains or traffic on railway property, and
2. Construct, maintain, protect, and remove temporary crossings and submit billings for flagging or other protective services to the Contractor or Department.

107.08 LOAD RESTRICTIONS

Do not exceed legal load restrictions when hauling material and equipment on public roadways and bridges within and beyond the project limits and on all new and existing Portland cement concrete roadways, completed and accepted gravel surfaces, treated base courses, bituminous surfacing lifts and courses, including plant mix base, plant mix surfacing, and seal and cover.

Do not place loads on a concrete pavement, treated base, or structure before the curing period has been achieved.

Repair damaged roadways and structures resulting from construction operations at Contractor expense.

Measure and analyze truck legal load limits by the bridge formula before hauling any material over existing or newly paved roadways and bridges. Furnish a drawing showing distances between axles, truck tare weight, and the overall length of each truck prior to hauling or placing operations.

Show a minimum of two applications using the bridge formula on the drawing. Include on the first application the overall length between axles. For the second application, do not consider the steering axle, and add the value obtained from the bridge formula to the anticipated load on the steering axle. Use the lesser of the two values obtained as the legal load. Retain a copy of the appropriate drawing in each truck. Do not exceed established legal load weights for single axle and tandem axles.

If raising a retractable or tag axle results in the truck being over the maximum legal weight, only raise the axles when backing to unload at a chip spreader, windrow, or plant mix paver. Back the minimum distance possible while over legal weight restrictions. Do not exceed the legal weight on the steering axle by more than 25% or tandem axles by more than 50% while backing with retractable or tag axles lifted.

The weight on a truck in excess of the maximum legal weight as determined above will be deducted from the quantity considered for payment.

Comply with this provision and all applicable laws, rules, and regulations related to operation of motor vehicles on public roads.

Trucks operated on public roads may be checked by the Department's Motor Carrier Services Division and fines levied for exceeding legal loads.

Do not use existing bridges, new bridges, or bridges to be removed but still in use by the public as work platforms, work bridges, or to support or move equipment without the Department's written approval.

Approval will be granted only where load analysis and review of traffic control, safety, and convenience show it to be in the public interest.

No additional compensation will be considered or allowed for any violation of these provisions.

107.09 RESERVED

107.10 PROTECTION AND RESTORTATION OF PROPERTY AND LANDSCAPE

107.10.1 Public and Private Property

Preserve all public and private property when performing work. Do not disturb or damage land monuments and property markers until witnessed or referenced by the Project Manager.

Be responsible for all damage to public and private property resulting from any act, omission, neglect, or misconduct in the manner or method of executing work until the project is accepted. This responsibility includes damage caused by compaction, vibratory, and impact equipment.

Replace or restore damaged property to its original condition at Contractor expense.

Conduct a review of all public roadways to be used by Contractor equipment, including haul operations, before work begins. Arrange for a local road authority representative and the Project Manager to attend the review.

The parties are to review and document the roadways' existing condition and determine a dispute resolution process if an agreement on roadway restoration cannot be reached.

Once the roadway is no longer in use by the Contractor, conduct another review by the same parties. The parties are to reach an agreement on what is required to restore the roadway comparable to its original condition.

Perform all work required to restore the roadway comparable to its original condition and obtain the Project Manager's approval of the work once completed.

Roadway restoration is not measured for payment.

107.10.2 Protection of Traffic and Highway Structures

Protect exposed bridge elements (including expansion joints), culverts, curbs, gutters, guard fences, road signs, manhole lids, water valve box covers, and other roadside structures from splash or spray when applying material.

Clean these same items of all bituminous material, cover aggregate, dirt, or other deleterious material caused by the Contractor's operations.

Repair all Contractor caused damage to the highway or structures at Contractor expense.

107.10.3 American Legion Fatality Markers

Take inventory of all American Legion Fatality Markers (fatality markers) within the project limits prior to construction activities. Identify the fatality marker's route, reference post, and side of road it is located on. Identify fatality markers in conflict with proposed construction activities and those that are not.

A. Fatality Markers in Conflict with Construction Activities. Prior to construction activities in vicinity of fatality markers, remove and locate fatality markers to a safe location. Upon completion of construction activities, return the fatality markers to the same route as close as practical to the original reference post and side of road, at an offset distance established by the Department.

B. Fatality Markers not in Conflict with Construction Activities. Do not disturb fatality markers not in Conflict with construction activities.

Be responsible for all damage to fatality markers resulting from any act, omission, neglect, or misconduct in the manner or method of executing work until the project is accepted. Replace or restore damaged fatality markers to their original condition at Contractor expense. All costs incurred to meet the American Legion Fatality Marker requirements are incidental to other items of the contract.

107.11 RESERVED

107.12 RESERVED

107.13 INSURANCE REQUIREMENTS

Meet the timing requirements of Subsection 103.07.

107.13.1 Insurance on All Contracts

A. Commercial General Liability Insurance. Obtain commercial general liability insurance with a general aggregate limit of $2,000,000; an occurrence limit of $1,000,000; and products and completed operations limit of $1,000,000. The policy must name the State of Montana, its agents, employees, and officers as an additional named insured.

B. Owners and Contractors Protective Liability Insurance. Obtain an Owner's and Contractor's Protective (OCP) liability insurance policy for all work to be done, on behalf of the owner (State of Montana, the Department, and its agents, employees, and officers) to be submitted with the contract when executed, with a general aggregate limit of not less than $2,000,000 and an occurrence limit of not less than $1,000,000.

C. Insurance Policies. Insurance policies must:

1. Provide coverage on an occurrence basis and not on a claims-made basis.
2. Not contain exclusions for explosion, collapse, or underground damage hazards; and
3. Provide that all insurance or self-insurance maintained by the State, its agents, employees, and officers is in excess of the required insurance and does not contribute with it.

Maintain commercial general liability insurance in full force, effective within 20 calendar days after award until Commission acceptance of the project, unless written approval is given by the CES Engineer to cancel the policy. Maintain Owner's and Contractor's Protective (OCP) liability insurance in full force, effective within 20 calendar days after award until Conditional Final Acceptance (form MDT-CON-105-17-1E) is granted by the Project Manager.

Obtain all policies from an insurer with an AM Best rating of A- or better on the date the policy is written.

The insurance requirements are a condition precedent to the contract. Failure to obtain and maintain all required insurance is considered a material breach of the contract.

Reinstate the policies listed above if a return to the project is required to complete additional work, including any contractual warranty work. Do not begin work until the policies are reinstated and submitted to the CES Bureau in Helena.

107.13.2 Insurance Involving Railroads

Furnish railroad protective liability insurance on behalf of the railroad when equipment or personnel are located, or work is done on any railroad R/W.

The limits of liability are specified in the contract.

Maintain railroad protective liability insurance in full force until Conditional Final Acceptance (form MDT-CON-105-17-1E) is approved by the Department.

Submit copies of the railroad insurance policies as specified in the contract for transmittal to and approval by the railroad. Do not use or enter railroad property until railroad approval is received and the policies are in effect. This applies to all work done as a part of the project.

Reinstate the railroad protective liability insurance if a return to the project is required to complete additional work. Do not begin work until the policy is reinstated and submitted to the CES Bureau in Helena.

107.13.3 Insurance Requirements When Utilities Are Present

When working below the ground surface, ensure a comprehensive $2,000,000 insurance policy covering underground work and resulting damage to underground utilities is in effect.

Maintain insurance in full force until Conditional Final Acceptance (form MDT-CON-105-17-1E) is approved by the Department.

107.13.4 General

Furnish insurance policies with an endorsement that prohibits canceling, altering, amending, or reducing coverage without giving a minimum of 30 calendar days written notice by the insurance company to the insured and the Department. A Montana resident agent must countersign all insurance policies issued under the contract. If the State where the insurance is purchased has a reciprocal agreement with the State of Montana and the insurance company is licensed to do business in the State of Montana, a countersignature by a Montana resident agent is not required.

107.14 THIRD PARTY BENEFICIARY CLAUSE

It is specifically agreed between the parties to the contract that it is not intended to create anyone as a third-party beneficiary or to authorize anyone not a party to the contract to maintain an action for damages pursuant to the terms or provisions of the contract.

107.15 RESPONSIBILITY FOR DAMAGE CLAIMS

Protect, defend, indemnify, and hold the Department, its elected and appointed officials, agents, and employees, while acting within their duties as such, harmless from and against all claims, liabilities, demands, causes of action, and judgments (including the cost of defense and reasonable attorney fees) arising in favor of or asserted by the Contractor's employees or third parties on account of personal or bodily injury, death or damage to property, arising out of the acts or omissions of the Contractor, its agents, or sub-contractors, except the negligence of the Department.

107.16 OPENING SECTIONS OF PROJECT TO TRAFFIC

The Project Manager may open certain sections of the work before completion or acceptance of the contract. Opening these sections does not constitute acceptance of the work or waive any contract requirement.

Pending completion and acceptance of the roadway, complete all repairs or removals on sections of opened roadway caused by defective materials, work or by causes other than ordinary wear and tear meeting Subsection 107.17 requirements.

If shoulders, drainage structures, or other elements of the work are not completed on schedule, the Project Manager may order all or a portion of the project open to traffic. Liability and responsibility for maintaining the work before final acceptance remains in effect. Complete the remaining work with minimum interference to traffic.

107.17 CONTRACTOR'S RESPONSIBILITY FOR WORK

Protect the work against loss, injury, or damage caused by the elements, traffic, or any other cause, including, but not limited to, fire, theft, pilferage, vandalism, or third-party negligence until final acceptance. Repair all damage to any project work, or the project site, caused by the Contractor or anyone performing any project work at no expense to the Department.

Rebuilding, repairing, and restoring damage to the work due to unforeseeable causes beyond the control of and without the fault or negligence of the Contractor (including, but not restricted to

acts of God, acts of a public enemy, or of governmental authorities) will be paid for under Subsection 104.03. This does not excuse or allow compensation or repayment for any act or omission by the Contractor or its subcontractors, either in violation of law, regulation, ordinance, etc., or for any act or occurrence, which could have or should have been foreseen.

Expect adverse weather and stream flow conditions to occur. The cost of delay, loss, injury, or damage occurring to dikes, cofferdams, caissons, work bridges, haul bridges, or any other construction item or equipment, caused by adverse weather and stream flow conditions is the Contractor's responsibility.

The above requirements do not apply if the contract has reached the Final Acceptance under Subsection 105.17.2.

Provided the damage was not caused by the Contractor or Subcontractor, repair to items that have been accepted as complete is extra work under Subsection 104.03 and will be paid for under Subsection 109.04. A building is considered complete when it is fully functional and is open to the public.

Payment for repair of damages resulting from public traffic and use does not entitle the Contractor to:

1. The release of any part of unpaid contract funds; or
2. Relief from responsibility for defective workmanship or materials; or
3. A waiver of any contract provision.

Conduct the work to ensure maximum convenience and safety to the general public and to the property owners adjacent to the work.

Maintain access for adjacent property owners at all times.

Take precautions to prevent damage to the project during work suspensions. Provide for drainage and erect all necessary temporary structures, signs, or other facilities at Contractor expense.

107.18 CONTRACTOR'S RESPONSIBILITY FOR UTILITY PROPERTY AND SERVICES

Protect railway, telegraph, telephone, and power company properties or other property from damage, loss or inconvenience from construction before starting work. Cooperate with the utility owners in the removal and rearrangement of underground or overhead utility lines or facilities to minimize interruption to service and duplication of work by the utility owners.

Call (811) or submit an electronic ticket (https://www.montana811.org) for the marking and locating of utilities before beginning excavation work.

The Department will locate existing Department owned utilities. If utilities are relocated or installed as part of the contract, the location of the relocated or newly installed utilities is the responsibility of the Contractor. The Contractor remains responsible for the relocated or newly installed utilities until the utility is functioning and in use by the traveling public.

Obtain insurance covering underground work per Subsection 107.13.

Provide and maintain temporary drainage facilities if existing surface drainage, sewers, or underdrains are interrupted at Contractor expense until permanent drainage facilities are completed. Protect and preserve existing tile drains, sewers, other subsurface drains, conduits, and other underground structures affected by construction that can remain in use without any change.

Immediately stop work if a utility line, cable, pipe, or other facility is exposed or damaged during the work. Notify the Project Manager and the utility company of the damage and its location. Cooperate with the utility company if utility services are interrupted due to an accidental break until service has been restored. The Project Manager will stop work in the area of the damaged utility should the Contractor not stop work voluntarily. Resume work upon notice from the Project Manager.

No compensation is made for delays associated with utility damage caused by the Contractor's work.

The Department will withhold monies from estimates due or to become due the Contractor for all utility damage and related costs not reimbursed by the Contractor under this Subsection.

Do not begin work around fire hydrants until provisions for continued service have been made and approved by the local fire authority. Provide continuous repair until service is restored if water service is interrupted.

Repairs to damaged utility facilities or structures resulting from construction operations and negligence is at Contractor expense. Be responsible to the utility owners and operators for damage, injury, expense, loss, inconvenience, delay and for any legal suits, actions, or claims that may result from the work.

The Department may require the Contractor to furnish protective public liability and property damage insurance to each corporation, company, partnership, or individual owning or operating the properties affected.

107.19 FURNISHING RIGHT OF WAY

The Department will obtain all R/W for the project.

Exceptions will be noted in the bid proposal and award of the contract may not be made until R/W is obtained. The submission of a bid is an affirmative statement that the bidder accepts this condition and waives any damage that could be claimed.

Claims for damage or loss of anticipated profits because of this delay will not be considered by the Department. Consideration will be given for an appropriate extension of the contract time if the award is substantially delayed.

107.20 PERSONAL LIABILITY OF PUBLIC OFFICIALS

The Department and its authorized representatives act solely as agents and representatives of the State when carrying out or exercising the power or authority granted under the contract.

There is no liability to them either personally or as officials of the State.

107.21 NO WAIVER OF LEGAL RIGHTS

Final Walk through under Subsection 105.17.1 does not prevent the Department from correcting any measurement, estimate, or certificate made before or after contract completion and from recovering from the Contractor, or surety, or both overpayments sustained for failure to fulfill the obligations under the contract. A Department waiver of any breach of any part of the contract does not constitute a waiver of any other or subsequent breach.

Be liable to the Department for latent defects, fraud, or gross mistakes as may amount to fraud, or with regards to the Department's rights under any warranty or guaranty.

107.22 PROTECTION OF ARCHEOLOGICAL AND HISTORICAL FINDINGS

Before construction starts, submit written evidence that no historic or pre-historic sites on or eligible for listing in the National Register of Historic Places are located on property used for construction activities that are outside of the Department R/W.

Submit the legal descriptions, the area involved, a description of the work activity, a site plan, and a description of the ground surface of all sites not included in the contract plans to the Project Manager for coordination with Department cultural staff. Within 10 business days, the Department will notify the Contractor if the presence of or potential for cultural resources exists in the areas and determine if a professional cultural resource survey is needed. If a survey is not required, no further cultural resource work is required.

If a cultural resource survey is required, the Contractor must hire a professional cultural resource contractor to perform a survey. A directory of cultural resource contractors is available from the Department Archeologist.

If the survey does not identify any historic or pre-historic site within the area of proposed disturbance, the Department will issue a notice to proceed for the work. If the cultural resource contractor or the Department identifies any historic or pre-historic sites within the proposed area of disturbance, the Department, in concert with SHPO will determine whether the site(s) may be eligible for listing in the National Register of Historic Places.

Choose one of the following options if a site is eligible:

1. Do not use or disturb the area within the eligible site.
2. Request the Department to proceed with the steps to comply with 36 CFR 800. Use a professional cultural resource contractor to perform all field work, surveys, etc. required to complete the process identified by the Department. No additional compensation or delay considerations are allowed under these requirements.

Immediately stop work if suspected archeological, historical artifacts, or human remains are encountered. Immediately notify the Project Manager of the find. The Project Manager will stake the area to remain undisturbed until further notice.

107.23 RESERVED

107.24 RESERVED

107.25 ACCESS TO CONTRACTOR'S RECORDS

Allow access by the Department or its authorized representative, and the FHWA to all project records, and the project records of all Subcontractor's, under Section 18-1-118 MCA, by the Legislative Auditor and Legislative Fiscal Analyst to determine compliance with the contract terms.

107.26 LIABILITY FOR CERCLA/CECRA CLAIMS

The Department will indemnify, protect, and hold harmless, the Contractor for any actions which the Department specifically directs or reasonably requires the Contractor to perform only if said action is the subject of litigation or administrative action under CERCLA, 42 U.S.C. Section 9601, et seq., or CECRA (Section 75-10-701 et seq. MCA), and it does not fall within the exceptions below.

Indemnify, protect, and hold harmless the Department for any omissions or actions not specifically directed by the Department if said omissions or actions are the subject of litigation or administrative action pursuant to CERCLA or CECRA. Actions or omissions which are chosen either in type, scope, location, amount, or method by the Contractor are not "specifically directed or reasonably required" by the Department.

Further indemnify, protect, and hold harmless, the Department for any negligent actions by the Contractor, its subcontractors, their employees, or agents, including any actions that may be the subject of litigation or administrative action pursuant to CERCLA or CECRA.

When the Contractor is directed by the contract to obtain hazardous material liability insurance coverage for a project; that contract requirement controls and has priority over this specification.

107.27 DIESEL FUEL USED ON THE PROJECT

Use taxed clear fuel as required by state law to construct the project.

Violation of state law may result in a six-month suspension of the violating firm from participation in Department contracts not already awarded on the date of suspension. Prime Contractors are responsible for compliance of their own equipment, and the equipment of all Subcontractors and their Subcontractors.

Motor Carrier Services officers visiting a project site may obtain fuel samples from bulk tanks and supply tanks of vehicles, equipment, and other internal combustion engines at any time. The sample(s) may be analyzed for dye concentration by a laboratory selected by the Department.

107.28 PUBLIC INVOLVEMENT

A. **Public Relations.** The Department may provide public relations or may hire a public involvement (PI) firm to develop and administer a communication plan. Coordinate activities

with the PI firm or the Department. The name and contact information for the PI firm will be available from the Project Manager following award of the contract.

Attend all public meetings held by the PI firm or the Department. Public meetings may be held up to once per week. Provide a brief description of current operations, an anticipated schedule of work for the upcoming week, description of current detours, delays, closures, and possible effects on residents and businesses, such as temporary loss of access and construction traffic.

1. Coordinate with the PI firm or the Department to develop a written summary of the intended operations at least 10 calendar days prior to the start of construction or any disruption of traffic.
2. Upon approval of a traffic control plan and at least 10 calendar days prior to beginning construction and disrupting traffic, coordinate with the PI firm or the Department to provide appropriate information to the media. This information must specify at a minimum the impact of the construction on the public, duration, sequence of the work, and project overview.

B. Contractor Requirements – During Construction. For the purposes of this specification, the period "during construction" is defined as the time beginning at the point when normal traffic operations are first disrupted and ending when all work is complete. During this period, perform the following tasks:

1. If requested, install signs on the project denoting the portable radio station information and Contractor phone number for problems and complaints regarding the project. Maintain these signs until the resumption of normal traffic operations. Install signs at locations approved by the Project Manager. Signs will be paid for in accordance with the Traffic Control Rate Schedule if required.
2. Coordinate with the PI firm or the Department so they can contact and inform individual businesses and residents at least 3 calendar days prior to conducting operations at locations that may affect their access or convenience.
3. Provide the Project Manager contact information.
   a. Provide a 24-hour contact number for emergency use.
   b. Provide a Contractor staffed local telephone number with live personnel available to answer the phone during working hours, for public comments, questions, or complaints. Ensure the telephone has been connected and in service before any work is commenced that has the potential for inconveniencing any residence or business establishment adjacent to the project.

      Make the phone number available to the public by furnishing it to the PI firm or Department for news/information releases and including it in the traffic advisory constant loop on the Department's portable radio station, if available. Do not use answering machines during working hours; answering machines are acceptable after working hours, with all messages answered by completion of the next workday. Maintain a written log of calls that identifies the caller; the nature of the comment, question, or complaint; and disposition. Make the log available upon request.

   c. Act within 24 hours to resolve complaints about safety and convenience. Refer changes in project design, traffic control, or extra work to the Project Manager for approval before acting.
4. The PI firm or the Department will update the media. Coordinate with the PI firm or the Department so they can provide regular, at least once per month, project status reports and future impacts to the travelling public, landowners, and businesses. Make updates and traffic advisories available to them as well to facilitate positive news coverage. The goal is to garner news coverage of the project any time major changes or milestones occur.

Coordinate with the PI firm or the Department so they can provide project advisories in the form of radio spots, if requested.

Ensure advisories include the Contractor provided contact number for the public to call for additional information. Coordinate with the PI firm or the Department to update the advisories after every weekly progress meeting; or more often if conditions change substantially, such as significant unanticipated schedule changes and changes in detour routes as applicable.

Public Relations and coordination with the PI firm is not measured separately for payment.

SECTION 108
PROSECUTION AND PROGRESS

108.01 SUBCONTRACTING OR ASSIGNMENT OF CONTRACT

108.01.1 Subcontracting

Do not subcontract, assign, or otherwise dispose of more than 60% of the original contract cost without the written consent of the surety and the Department.

Table 108-1 illustrates when an executed subcontract is required. The table is not all-inclusive but shows examples. When required, a final determination will be made by the CES Engineer.

TABLE 108-1
SUBCONTRACT REQUIREMENTS

Activity	Subcontract Required	Payroll Required
Physical work within the project limits	Yes	Yes
Material application (dust palliative, water, oil products, etc.)	Yes	Yes
Commercially supplied materials	No	No
Owner/Operator of heavy haul trucks only	No	No
Crushing operations at a commercial site dedicated to the project	No	No
Crushing operations at a non-commercial site dedicated to the project	Yes	Yes
Concrete pump truck with operator	Yes	Yes
Concrete truck delivery	No	No
Equipment rental with operator (Example: crane) (Contact CAS for determination for other specialty equipment)	Yes	Yes
Equipment rental without operator	No	No
Work performed by a different Contractor's employee (reported on the Prime's payroll)	No	Yes From Prime
Survey work	Yes	No
Engineering/Consultant services within the project limits		
(Example: Concrete testers, Consultant firms, Blasters)	Yes	No
Engineering/Consultant services not within project limits	No	No

Note: In order for a Contractor to add another Contractor's employee to their payroll, they will need the following information: employees legal name, ethnicity, gender, last 4 of their social security number, pay rate, detailed fringe distribution.

The same criteria apply to work added by a change order. A subcontract is required for work performed by a Subcontractor at any level (second-tier, third-tier, etc.) of the contract. Ensure all subcontracts are submitted through the Prime Contractor.

Include the following language in the subcontract:

"In consideration of being awarded this subcontract, and in consideration of having this subcontract approved by the State of Montana, the Subcontractor hereby assigns to the State of Montana any and all claims or causes of action for any antitrust law violations, or damages arising there from, as to goods, materials, and services purchased under the terms of this subcontract or any change order that may result from this subcontract."

Do not hire or use in any manner a person or organization that performed any part of the design work for the Department unless first approved by the Department. Geotechnical firms who have

performed project design work are approved to perform dynamic and static load testing of piles or thermal integrity testing of drilled shafts on the project.

108.01.2 Contract Performance

Perform at least 40% of the original contract cost with the Contractor's organization. The price of items designated in the contract as "Specialty Items" will be subtracted from the original contract price before the amount required to be performed by the Contractor is calculated.

"Specialty Items" are defined as work that requires highly specialized knowledge, abilities, or equipment not ordinarily available in the type of contracting organizations qualified and expected to bid or propose on the contract.

Where an entire item is subcontracted, the percentage of the work subcontracted is based on the original contract item unit price. When a portion of an item is subcontracted, the percentage of the work subcontracted will be based on either the subcontract item unit price or on an estimated percentage of the contract item unit price, determined by the CES Engineer. An item will not be considered partially subcontracted unless the Prime Contractor performs a portion of the work (equipment, materials, or labor). If the same item is subcontracted at multiple levels, the cost is only accounted for at the first level. When an item added by change order is subcontracted, the cost of the item does not count towards the required contract performance in Subsection 108.01.1.

Do not allow a Subcontractor at any contract tier to start work until a subcontract is consented to by the CES Engineer. Submit fully executed subcontracts in electronic DocuSign PDF format. Scanned PDF subcontracts are not acceptable. Include the Consent of Surety language and Subcontractor Checklist as part of the subcontract agreement, referenced on the Subcontracting Resources webpage:

https://www.mdt.mt.gov/business/contracting/resources.aspx

Inform the Subcontractor of all the contract provisions, and that the Subcontractor is bound by all terms of the prime's contract with the Department. Provide the Subcontractor a copy of all the contract provisions including the applicable Federal Prevailing Wage rates and required contract provisions FHWA 1273. Include in the subcontract the following language:

"The Subcontractor agrees to comply with all of the labor provisions contained in the attached Required Contract Provisions and Federal Prevailing Wage/Davis Bacon Wage Decision."

All subcontractors are agents of the Contractor. The Contractor is responsible for all work, material furnished, project documentation provided by, and indebtedness incurred by its subcontractors.

Department approved consent to subcontract, assign or transfer the contract does not release the Contractor from liability under the contract and bond.

108.01.3 Subcontractor Payments

Submit payment information for all subcontractors and suppliers within the timeframes shown.

- Prime Contractors with first tier subcontractors or suppliers within 7 calendar days of payment from the Department.
- Subcontractors with lower tier subcontractors or suppliers within 7 calendar days of payment from their parent contractor.

Notify the Department if payments will be withheld from subcontractors or suppliers. The Department will withhold that amount from payment to the Prime until the dispute has been resolved. In accordance with MCA 28-2-2110, retainage may not be withheld from subcontractors.

Submit payment information at the following link: https://app.mdt.mt.gov/spr/

108.01.4 Certified Payroll Compliance

A. Electronic Certified Payrolls. The Prime Contractor and all subcontractors regardless of tier must use AASHTOWare Project Civil Rights & Labor™ (CRL) to submit Certified Payrolls (CPRs). Assist and ensure that all subcontractors submit CPRs electronically into CRL within

7 calendar days following the Contractor's scheduled payment date. Pay and submit employee payrolls weekly.

1. The Prime Contractor and all subcontractors must have access to use AASHTOWare Project Civil Rights & Labor™ (CRL) and have received their login IDs prior to work.
2. The CRL Access form can be found on the following page: https://www.mdt.mt.gov/business/contracting/prevailing-wage.aspx.

B. FHWA 1273 Requirements. Provide the certified payroll information to all subcontractors.

C. Non-compliance With Electronic Certified Payrolls. The Prime Contractor and all subcontractors regardless of tier must comply with certified payroll requirements. If the contract is in non-compliance status, a withholding will be applied to the monthly progress estimate in accordance with Table 108-2. Continued non-compliance status will result in additional monthly withholdings.

If the withholding amount is greater than the monthly progress estimate amount, the entire estimate will be withheld.

If the Contractor fails to submit outstanding payrolls prior to submitting the Final Acceptance, any withholdings will become a permanent deduction if the "Final Labor Certificate" is issued with a non-compliant finding.

TABLE 108-2
SCHEDULE OF PAYROLL WITHHOLDING

ORIGINAL CONTRACT AMOUNT		MONTHLY WITHHOLDING
From More Than	To and Including	
$0	$250,000	$7,500
$250,000	$1,000,000	$10,000
$1,000,000	$3,000,000	$15,000
$3,000,000	$10,000,000	$20,000
$10,000,000	$20,000,000	$32,500
$20,000,000	$40,000,000	$45,000
$40,000,000	---	$60,000

108.02 NOTICE TO PROCEED

Work is to begin, and time charges start on the date stipulated in the Notice to Proceed. Do not begin actual work nor permit subcontractors to begin work until all Subsection 103.07 requirements are met.

If work cannot begin on the date in the Notice to Proceed due to reasons beyond the Contractor's control, these conditions, dates, and reasons will be recorded in the weekly Assessment of Contract Time report and no time will be charged. Begin work when the Project Manager determines and issues a notice to resume work and that assessment of contract time will start.

108.03 PROSECUTION OF WORK

108.03.1 General

Begin obtaining all air quality, water quality and storm water runoff permits, approval of reclamation plans, and archaeological and historical clearances immediately upon receipt of the notice of contract award letter from the Department. Furnish the completed applications to secure permits, approvals, or clearances as they are submitted to the respective agency. Furnish approved permits, reclamation plans and clearances necessary to complete the work in conformance with all federal, state and contract requirements.

The Department will reimburse all reasonable costs incurred in securing the permits, approvals, and clearances if the Department does not execute the contract for reasons outside its control.

A pre-construction conference will be held on a mutually agreed date between the Contractor, Department and other parties interested in the work before work within the project limits begins. For projects with Notice to Proceed dates from March 1st through October 31st hold the pre-construction conference no later than 20 calendar days after the Notice to Proceed date. For projects with Notice to Proceed dates from November 1st through February 28th hold the pre-construction conference no later than March 20th. The Contractor's superintendent in charge of the project must attend the conference. Encourage subcontractors to attend.

Obtain written approval a minimum of 5 calendar days before starting night work. Provide work area non-glare lighting for night work meeting the requirements of Subsection 210.03.8. Night work approval may be rescinded at any time.

Suspending and resuming work on all or a part of the contract will be by Subsection 105.01.

Work may be suspended on working day contracts for unsuitable weather or for other conditions that are detrimental to the work accuracy and quality. Prevent damage and repair damaged work that was not protected during the suspension at Contractor expense. No time extensions will be approved for work to correct non-protected work.

Store materials to protect against damage and without obstructing, endangering, or impeding traffic.

Do not allow water to pond on the roadway or within the construction limits, excluding environmental protective devices. Open ditches and shoulder drains and take other actions to protect the public and the work.

The Department does not authorize project suspension by the Contractor and time will be charged during unauthorized project suspensions. If the Contractor suspends the project, provide written notification of the suspension 7 calendar days before the suspension. The Contractor is responsible for all maintenance required during unauthorized suspensions and for all work and materials required due to the suspension.

108.03.2 Project Schedules

A. ASC Schedules. For projects not subject to Subsection 108.03.2(B) requirements, submit a schedule in accordance with the Table of Contractor Submittals. No other work, except obtaining permits, may begin until the schedule requirements have been met. No payments will be made on the contract until the submitted schedule is reviewed.

Submit a Written Narrative (WN) that details the work and time (working days, calendar days or completion date) to complete the contract. The initial schedule must show that the work will be completed within the time frame specified in the contract.

The Contractor may use a CPM schedule as the ASC if it meets the requirements described in Subsection 108.03.2 herein and results in no additional cost to the Department.

1. Include in the ASC:

a. A bar chart chronologically sequenced and to time scale showing the following:

i. All work activities with a completion duration of 5 or more working days. (For this requirement, working days do not exclude the period from November 16th through April 15th.)

ii. Any work activity that has an impact on completion of the project.

b. The relationship of each work activity listed in Subsection 108.03.2(A)(1)(a) to other work activities, permits, plans, submittals, and approvals required to complete the project.

c. Work activity durations by working days or calendar days as appropriate. Indicate non-working periods exceeding 3 days on each activity bar.

2. Include in the WN:

a. The proposed work process sequence describing the relationship of the work activities listed in Subsection 108.03.2(A)(1) required to complete the contract, including shop drawing submittals, permits (including estimated maximum waiting periods for all required permits), fabrication and delivery activities.

b. A detailed description and the progress time of each work activity listed in Subsection 108.03.2(A)(1) measured by working day or calendar day, as appropriate.

c. A detailed description of the ASC, including holidays, planned work days per week, number of shifts per day, hours per shift, size of work crews and resources used.

d. Adjustments to activity durations and production rates to account for weather.

Submit an updated ASC and WN every month in which work is performed, one week before the end of the project's monthly estimate cycle. The ASC and WN should show current progress and all revisions or modifications that reflect changes in the method or manner of the work, specification changes, extra work, changes in duration, changes in shifts, work crews or resources.

Any delay in beginning or prosecuting work that is caused by the Contractor's failure to provide an ASC or WN when and as required is solely the responsibility of the Contractor and is not an excusable delay.

Prosecute the work with the resources required to complete the contract within the time shown in the Contractor's updated ASC and WN.

The Project Manager's review does not attest to the validity of the ASC or WN.

B. CPM Scheduling. Use Primavera P6 to develop, maintain, and provide a detailed time-scaled computer-generated CPM schedule. Submit all schedules as both an .xer file and usable .PDF format.

Submit a schedule in accordance with the Table of Contractor Submittals. No other work, except obtaining permits, may begin until the schedule requirements have been met. No payments will be made on the contract until the submitted schedule is reviewed.

Schedule all contract work including that of subcontractors, vendors, and suppliers. The baseline schedule must show the contractor's schedule as proposed at the time of award. All work must be completed within the time frame specified in the contract.

The Project Manager's acceptance of the CPM schedule does not attest to the validity of the Contractor's assumptions, logic constraints, dependency relationships, resource allocations, labor and equipment or other schedule aspects.

1. Preparation and Submission of Baseline Schedule. Submit all items listed in Subsection 108.03.2(B).

Attend a meeting scheduled by the Project Manager within 10 calendar days of the Project Manager's receipt of the baseline schedule to discuss, review, correct, or adjust the schedule if required. Make all schedule adjustments and corrections discussed at the meeting and resubmit a revised schedule within 15 calendar days after the meeting.

2. Baseline Schedule Requirements. Include the requirements listed in Subsection 108.03.2(B)(3). Include a baseline WN which describes the following:

a. Summary of anticipated work in an orderly sequence of the construction phasing.

b. Sequence of critical activities and activities with under 3 days of float.

c. Anticipated problems and/or risk that may impact the schedule.

d. Anticipated project completion date.

e. Anticipated contractual phase or milestone completion dates.

f. Anticipated contractor/subcontractor activity manpower, equipment, unit quantities and production rates.

Narratives that are a listing of the work will not be accepted.

3. **Schedule Requirements.** Submit CPM schedules that include:
   - **a.** All critical and contractual activities, and all other activities with durations greater than or equal to 5 days.
   - **b.** All contractual phases and milestones.
   - **c.** Activities must identify the party performing each activity. Only one party may perform each activity. Include and describe all subcontractors/suppliers and the area/location of each activity.
   - **d.** Appropriate activity relationships containing only contractual constraints in the schedule logic.
   - **e.** Activity durations of no more than 30 days.
   - **f.** Procurement of permits.
   - **g.** Material procurement including fabrication and delivery.
   - **h.** Include separate activities for delivering all major submittals and Department review/approval of submittals in the schedule logic.
   - **i.** Enterprise calendars adjusted to show planned or actual workdays per week. Include weekends, holidays, or other Contractor non-work periods. Use project specific calendars. All activities must contain an appropriate calendar.
   - **j.** Adjustments to activity durations and production rates to account for weather, as needed.

Float is defined as the amount of time between when an activity "can start" and when it "must start". Total float is float shared with all other activities and is defined as the amount of time an activity can be delayed without affecting the overall time of project completion. Float is a shared commodity, not for the exclusive use or financial benefit of either party. Either party has the full use of float until it is depleted. Schedules with negative float will not be accepted unless otherwise approved by the Project Manager.

The critical path is defined as the longest continuous sequence of activities through the network schedule that establishes the minimum overall project duration. The submitted activity sequence and durations must generate a CPM schedule having a critical path, using the longest path method. Keep multiple critical paths and near-critical paths to a minimum. Describe multiple critical paths and near-critical paths with thorough and reasonable justification in the written narrative.

The Department reserves the right to limit the number of activities on the schedule to between 50 and 1000 activities.

All project activity must be identifiable and the progress on each activity must be measurable by the Project Manager at all times.

4. **Schedule Updates and Progress Payments.** Notify the Project Manager in writing by the Notice to Proceed date or at the pre-construction conference, whichever is sooner, of the day the schedule update will be submitted each month. Once the date is selected, it will not be changed. If a date is not selected, submit the schedule no later than 7 calendar days before the end of the project's monthly estimate cycle.

   Each month of the project submit an electronic .xer file using Primavera P6 and a .PDF file containing:

a. Actual dates for all activities completed or progressing to the file data date. The file data date must be within 7 calendar days of the Project Manager's receipt of the schedule.

b. Updated schedule logic for actual or planned work differing from previous schedules.

c. A WN describing the following:

i. All changes to the critical path. Discuss why the changes occurred and the overall impact to the project.

ii. All critical logic revisions/modifications to the schedule. Include changes in the method or manner of the work, changes in specifications, extra work, changes in duration, etc.

iii. Anticipated problems and/or risk that may impact the schedule.

iv. Changes to anticipated completion dates, milestones, or phases.

v. Changes to anticipated contractor/subcontractor activity manpower, equipment, unit quantities and production rates.

Ensure monthly schedule and WN updates accurately reflect the actual work progress. Correct errors listed by the Project Manager within 3 business days of notification. The contract time will be adjusted only as specified in the contract. Submit documentation to support requests for time extensions for milestone dates or the contract completion date in accordance with Section 108.07.

If the project work is not proceeding consistently with the Contractor's most recently reviewed project schedule or WN, the Project Manager may suspend work under Subsection 105.01(A) if the WN or schedule does not accurately reflect the actual progress of the work; the suspension may continue until an accurate WN and schedule is submitted.

Attend monthly project progress meetings to compare the schedule to the actual finish dates of completed activities, the remaining duration of uncompleted activities and the proposed logic and/or time estimate revisions. Provide the status of activities at these meetings, and the schedule updates based on this information once it has been verified.

C. CPM Scheduling Method of Measurement. CPM schedule is measured by the lump sum. Other scheduling requirements are not measured for payment.

D. CPM Scheduling Basis of Payment. Payment for all costs associated with CPM scheduling is included in the lump sum contract unit price for CPM scheduling. Payment for all costs associated with other scheduling requirements is included in the payment for other items of work.

Partial payments for CPM scheduling will be made based on the lump sum contract unit price as follows:

1. 50% when the initial schedule is finalized.

2. 75% when the overall project is 50% complete.

3. 100% when all updates have been submitted.

E. ASC or CPM Failure to Submit. Failure to submit either an ASC or CPM schedule within 2 calendar days of its due date will result in a monthly deduction in accordance with Table 108-3.

TABLE 108-3
PROJECT SCHEDULE DEDUCTIONS

Original Contract Amount		Monthly Deduction
From More Than	To and Including	
$ 0	$ 1,000,000	$ 300
$ 1,000,000	$ 3,000,000	$ 700
$ 3,000,000	—	$ 1,000

108.04 LIMITATION OF OPERATIONS

Conduct the work to minimize interference with traffic and work already started. Finish a section of roadway before starting work on any additional sections if it is essential to public convenience.

108.05 CHARACTER OF WORKERS

Provide workers with the skill and experience to perform the work.

Remove any person employed who does not perform work in a proper and skillful manner or who is intemperate, disorderly, unsafe, or verbally abusive. Employees may not return to the project or communicate with Department personnel without the written approval of the Project Manager.

Failure to remove the employee(s) or failure to furnish suitable and sufficient personnel to perform the work may result in a written notice to suspend the work.

108.06 METHODS AND EQUIPMENT

Use equipment of the size and mechanical condition to perform and produce the specified quality of work. Do not use equipment that damages the roadway, adjacent property, or other highways.

Operate all equipment with adequate lighting at night.

Do not use methods or equipment other than as specified unless requested in writing and authorized by the Project Manager. Include in the request a full description of the proposed methods and equipment to be used and the reasons for the change. Produce work meeting the contract requirements.

Discontinue use of alternate methods or equipment if the Project Manager determines that the work does not meet contract requirements. Remove and replace or repair deficient work with work of specified quality at Contractor expense. No change will be made regarding payment for authorizing a change in methods or equipment.

108.07 CONTRACT TIME AND DETERMINATION OF COMPENSATION AND EXTENSION OF CONTRACT TIME FOR EXCUSABLE, NONCOMPENSABLE, AND COMPENSABLE DELAYS

The contract provisions state the contract completion date, or the allowable number of Calendar or Working Days allotted for completion of the contract work.

Do not resume work during an authorized suspension of work without approval from the Project Manager.

Do not work on Sundays and Holidays without written approval from the Engineer. Travelway maintenance in accordance with Subsection 104.05.2, stormwater BMP maintenance, and providing protection for the public are exempt work items and may be performed on No-Work Days without assessment of contract time.

Meet the requirements in Table 108-4

TABLE 108-4
HOLIDAY CONTRACT TIME ASSESSMENT

Holiday:	Stop Work by:	Return to Work:
Memorial Day	3:00pm on the Preceding Friday[1]	Tuesday
Labor Day	3:00pm on the Preceding Friday[1]	Tuesday
When July 4 Occurs On:	**Stop Work by:**	**Return to Work[2]:**
Monday	3:00pm on the Preceding Friday[1]	Tuesday
Tuesday	The end of day on the Preceding Friday	Wednesday
Wednesday	3:00pm on the Preceding Tuesday[1]	Thursday
Thursday	3:00pm on the Preceding Wednesday[1]	Monday
Friday	3:00pm on the Preceding Thursday[1]	Monday
Saturday	3:00pm on the Preceding Thursday[1]	Monday
Sunday	3:00pm on the Preceding Friday[1]	Tuesday

Notes: 1. If all work operations are stopped before 12:00pm (noon), contract time will not be assessed on this day for working day contracts.

2. Contract time will not be assessed between the stop work by and return to work for working day contracts.

108.07.1 Completion Date Contracts

Begin work on the effective date stated in the Notice to Proceed. Complete all work by the completion date specified in the contract.

The completion date will be extended for the following:

1. Extensions of contract time added in accordance with Subsection 108.07.5; or
2. Suspensions of work authorized after the contract is awarded (other than winter period); or
3. Delays in the award of the contract.

The new completion date is determined by adding Calendar Days granted in accordance with Subsection 108.07.5; the number of Calendar Days during authorized suspensions (other than the winter period); or the number of Calendar Days the Award was delayed past the posted award date to the specified completion date, with equitable time adjustment for No Work Days.

The actual completion date is the date the Project Manager approves the Final Acceptance form in accordance with Subsection 105.17.2.

Contract time overruns for assessment of liquidated damages will be computed as the number of Calendar Days elapsing between the contract Completion Date and the actual completion date.

108.07.2 Calendar Day Contracts

Begin work on the effective date stated in the Notice to Proceed. Complete all work within the number of calendar days specified in the contract.

Except during authorized suspensions, every day on the calendar is assessed against contract time, including No Work Days.

Contract time assessment will cease when the Project Manager approves the Final Acceptance form under Subsection 105.17.2.

Contract time overruns for assessment of liquidated damages will be computed as the number of calendar days the contract is not complete beyond the contract time specified.

108.07.3 Working Day Contracts

Begin work on the effective date stated in the Notice to Proceed. Complete all work within the number of working days specified in the contract provisions.

Contract time assessment will cease when the Project Manager approves the Final Acceptance form in accordance with Subsection 105.17.2.

All days except No Work Days are assessed against the contract time, except as follows: contract time will not be assessed on:

- Winter Period days that the Contractor does not work.
- Winter Period days when the work has no impact to the traveling public, or
- On any Saturdays that the Contractor does not work.

Traffic flowing unimpeded on approved detours is considered to have no impact on the traveling public. Contract time will not be assessed for days having inclement weather or the aftermath of inclement weather that prevent the Contractor from working at least six hours in the day. Inclement weather will not be considered when assessing time if the contractor is not actively performing work or is not scheduled to work. Suspension of work is authorized for the Winter Period.

Chargeable and non-chargeable working days will be determined daily by the Project Manager. For any week that the Contractor has chargeable days the Project Manager will furnish a weekly report on the following Monday showing the number of working days:

1. Charged for the preceding week.
2. Previously charged.
3. Specified for contract completion.
4. Approved time extensions; and
5. Remaining to complete the contract.

Submit a written protest within the timeframe shown on the weekly report for any alleged discrepancies in the time assessed. Failure to file a protest is conclusive evidence that the time assessed is accepted as correct.

Contract time overruns for assessment of liquidated damages will be computed as the number of working days assessed beyond the contract time specified.

108.07.4 Delays

The following delays will be considered for extensions of contract time:

A. **Excusable or Non-compensable Delay.** Contract time allowed for the performance of the work may be extended for delays caused by acts of God, acts of the public enemy, fires, floods, epidemics, quarantine restrictions, strikes, freight embargoes, unusually severe weather, or delays not caused by the Contractor's fault or negligence. Submit project and site-specific documentation to support the delay cause.

B. **Compensable Delay.** Contract time may be extended for delays caused by the Department under Subsection 108.07.6.

108.07.5 Extensions

Provide a written request detailing the reasons for requesting a time extension. A plea that insufficient contract time was specified is not a valid reason for a time extension. If the Department finds that the work was delayed because of conditions beyond the control of and not the fault of the Contractor, the contract time will be extended in the amount justified. The extended time for completion is in full force and effect as though it were the original time for completion.

Time extension requests must be made when the next schedule update is required in accordance with Subsection 108.03 or within 10 business days of the alleged delay, whichever is greater. The time extension request must be accompanied with a written narrative.

The contract time as awarded is based on the estimated quantities as defined in Subsection 102.05. No decrease in contract time will be made for an underrun in a contract item quantity. The contract time will be modified based on the quantity and difficulty of added work or deleted work and how it impacts the critical activities of the Contractor's operation as shown on the most current work schedule as required under Subsection 108.03 or as justified to the Project Manager.

The time extension will be to the nearest whole day.

No additional contract time will be allowed for:

1. Increases in percentages of asphalt in plant mix materials.
2. The addition of anti-stripping additives to bituminous materials.
3. The addition of or for increases in hydrated lime or mineral fillers to plant mix materials.
4. Increases in traffic control devices.
5. Delays for slow delivery of materials from the supplier or fabricator.
6. Material deliveries delayed for reasons of late ordering, financial considerations, or other foreseeable and preventable causes within the Contractor's control.

Delays in material deliveries for unusual market condition caused by an industry-wide strike, national disaster, or an area-wide shortage beyond the Contractor's control will be considered as a basis for granting additional time.

Submit written documentation substantiating the reasons for the late delivery or non-availability of materials. The documentation must be from the original supplier and document the dates the material was ordered by the Contractor and the reason for late delivery or non-availability of the material. Include a statement elaborating on the efforts to obtain materials from alternate suppliers.

108.07.6 Delay Compensation

Notify the Project Manager of the request for delay consideration. Keep daily records of all non-salaried labor, material costs, and equipment expenses for all operations affected by the delay.

Maintain a daily record of each operation affected by the delay. Identify the location, by stations, of the affected operations. Each Monday, prepare and submit written reports containing the following information:

1. Number of days behind schedule.
2. A summation of all operations that have been delayed or will be delayed.
3. An explanation for compensable delays and how the Department's act or omission delayed each operation.
4. An estimate of the time required to complete the project; and
5. An itemization of all extra costs incurred, including:
   a. Relating the extra costs to the delay and document how they are calculated and measured.
   b. Identifying all non-salaried project employees for whom costs are being compiled; and
   c. Summarizing the time charges for equipment, identified by manufacturer's number for which costs are compiled.

The Project Manager will maintain daily records of the operations by stations. At the end of each week, request a copy of the Project Manager's daily records, in writing. Compare the two records and provide a written summation of the comparison of the detailed reports within 10 calendar days of receipt of the Project Manager's daily records. Identify all disagreements between specific records.

Failure to review the Project Manager's records or to report disagreements between the records is considered the Contractor's acceptance of the Project Manager's records as accurate.

Submit a written report within 30 calendar days of completion of work allegedly delayed. All costs shown in the report submitted must be certified by a certified public accountant (CPA) and include the following:

1. A description of the delayed operations and the documentation and explanation of the reason for the delay, including all reports prepared for the Contractor by consultants, if used; and
2. An item-by-item measurement and explanation of extra costs requested for reimbursement due to the delay.

The Project Manager will provide a written decision to the Contractor within 14 calendar days of receiving the submittal.

In the case of compensable delays, if it is determined that the Department is responsible for delays to the Contractor's operations, the Project Manager's written decision will reflect the nature and extent of any equitable adjustment to the contract as specified in Subsection 109.04.3.

108.08 FAILURE TO COMPLETE ON TIME

If the contract time is exceeded, including approved adjustments, a daily charge will be made against the contract until final acceptance under Subsection 105.17.2. This daily charge, determined from Table 108-5, will be deducted from any money due the Contractor. This deduction is for liquidated damages for failure to complete the work on time.

TABLE 108-5
SCHEDULE OF LIQUIDATED DAMAGES

ORIGINAL CONTRACT AMOUNT		DAILY CHARGE
From More Than	To and Including	Working Day or Calendar Day
$ 0	$ 250,000	$ 1,251
$ 250,000	$ 1,000,000	$ 2,124
$ 1,000,000	$ 2,000,000	$ 2,352
$ 2,000,000	$ 6,000,000	$ 3,054
$ 6,000,000	$ 12,000,000	$ 4,015
$ 12,000,000	$ 25,000,000	$ 4,568
$ 25,000,000	—	$ 6,488

Permitting the Contractor to continue and complete the work after the specified contract completion time or approved extensions granted does not waive the Department's rights under the contract. Any disputes regarding the assessment of liquidated damages are part of the normal claims process.

108.09 DEFAULT OF CONTRACTOR

The Contractor will be in default if it:

1. Fails to begin the work under the contract within the time specified in the Notice to Proceed.
2. Fails to perform the work with sufficient resources to promptly complete the work.
3. Fails to perform the work in accordance with the contract requirements or refuses to remove and replace rejected materials or unacceptable work.
4. Discontinues the prosecution of the work.
5. Fails to resume work that has been discontinued within a reasonable time after notice to resume has been given.
6. Becomes insolvent or is declared bankrupt or commits an act of bankruptcy or insolvency.
7. Allows a final judgment to remain unsatisfied for a period of 10 calendar days.
8. Makes an assignment for the benefit of creditors.
9. Fails to comply with contract requirements regarding minimum wage payments, EEO requirements, or any state or federally mandated affirmative action requirements.
10. For any other cause, fails to carry on the work in an acceptable manner.

The Engineer will give written notice to the Contractor and surety of such delay, neglect, or default. Failure to correct the delay, neglect, or default within 10 calendar days after the Engineer's written notice gives the Department full authority without violating the contract to take over prosecution of the work from the Contractor. The Department may appropriate or use any or all materials and equipment at the project site that is suitable and acceptable and enter into an agreement for completing the contract. The Department may use any methods determined necessary to complete the contract.

All costs and charges incurred by the Department, including the cost of completing the work under the contract, will be deducted from any monies due or that may become due the Contractor. If

the expense exceeds the sum that would have been payable under the contract, then the Contractor and the surety are liable and must pay to the Department the amount of such excess.

108.10 TERMINATION FOR PUBLIC CONVENIENCE

108.10.1 General

The Department may terminate the contract in whole or part, whenever:

1. Work cannot proceed because of an Executive Order of the President with respect to the prosecution of war or in the interest of national defense; or an Executive Order of the President or Governor of the State with respect to the preservation of energy resources.
2. Work cannot proceed because of a preliminary, special, or permanent restraining order of a court of competent jurisdiction where the issuance of such restraining order is primarily caused by acts or omissions of persons or agencies other than the Contractor.
3. It is determined that termination is in the best interests of the Department.

108.10.2 Payment

Payment will be made for the actual work performed at the contract unit prices for completed items of work when the contract is terminated under Subsection 108.10.1.

Payment will be made for materials delivered or stockpiled, or work performed, that comply with the contract's specifications or that have been inspected, tested, and accepted for use. Payment will only be made for materials that have been properly stored and maintained until they are delivered to the Department. An equitable adjustment will be made under Subsection 109.05 for partially completed items of work and disposal of materials.

Submit the termination costs within 60 calendar days of the date of the notice of Termination for Public Convenience, under Subsection 108.10.1. Provide sufficient detail and make all project records available so the Engineer can determine the basis and amount of the termination costs. If a basis cannot be agreed upon, then an adjustment will be made in such amount as the Engineer may determine to be fair and equitable. Follow the requirements of Subsection 105.16 if the Engineer's equitable adjustment is disputed.

108.10.3 Responsibility of the Contractor and Surety

Termination of a contract does not relieve the Contractor of any contractual responsibilities for the work nor the Surety or Sureties of the obligations under the contract bond for the work performed.

SECTION 109
MEASUREMENT AND PAYMENT

109.01 MEASUREMENT OF QUANTITIES

Work completed under the contract will be measured using the United States Customary Units.

The method of measurement and computations used in determining quantities of material furnished and work performed are those methods recognized as conforming to sound engineering practice.

A station, when used as a term of measurement, is 100 feet or 100 meters.

Longitudinal and transverse measurements for surface area computations will be made horizontally using the neat plan dimensions. No deductions will be made for individual fixtures having an area of 9 ft^2 or less.

Structures are measured using neat lines shown on the plans or as altered to fit field conditions.

Items that are measured by the foot, such as pipe culverts, guardrail, underdrains, and the like, are measured parallel to the structure base or foundation.

Computing excavation volumes will be by the average end area method or by alternate methods involving three-dimensional measurements (delta surface).

The term "gauge", when used for measuring plates, is the U.S. Standard Gauge. Galvanized sheets used in the manufacture of corrugated metal pipe, metal plate pipe culverts and arches, and metal cribbing are specified and measured as sheet thickness in inches.

When the term "gauge" refers to measuring wire, it is the U.S. Steel Wire Gauge.

The term "ton" is the short ton consisting of 2,000 pounds.

Measure or proportion weighed materials on certified scales at the designated locations.

Material shipped by rail may be accepted using the car weight provided that only the actual weight of material is paid for. Car weights are not acceptable for material that will be processed in mixing plants.

Obtain tare weights daily on haul vehicles, or as directed. Clearly mark each individual vehicle with a legible identification mark.

Haul materials measured by volume in approved hauling vehicles and measure materials at the point of delivery.

If approved, material specified to be measured by the ton may be weighed and converted to cubic yards. The Project Manager will determine the conversion factors from weight to volume subject to Contractor concurrence before using this method of measurement.

Net certified scale weights, based on certified volumes in the case of rail shipments, will be the basis of measurement, corrected for loss of bituminous material from the car or distributor, wasted, or otherwise not incorporated in the work.

When bituminous materials are shipped by truck or transport, net certified weights, or volume, subject to correction for loss or foaming, may be used for computing quantities.

Lump sum payment is complete payment for the work item described in the contract.

When a complete structure or structural unit (i.e., lump sum work) is specified as the unit of measurement, the unit includes all necessary fittings and accessories.

Rented equipment is measured in hours of actual working time and necessary equipment travel time within the project limits. Travel time and transportation to the project is measured for special equipment, ordered by the Project Manager for force account work.

When standard manufactured items are specified, such as fence, wire, plates, rolled shapes, pipe conduit, etc., and these items are identified by gauge, unit weight, section dimensions, etc., this identification is the nominal weight or dimension. Unless more stringently controlled by tolerances in

cited specifications, manufacturing tolerances established by the industries involved will be accepted.

Other quantities are computed in the contract units using established engineering principles, without consideration of local rules or customs.

109.01.1 Weighing Equipment

Furnish accurate weigh equipment for material specified to be proportioned or measured for payment by weight. The weigh equipment must indicate the weight to within the smaller of:

1. Tolerances from correct weight adopted by the Montana Bureau of Weights and Measures; or
2. One-half percent of the correct weight.

Use weigh systems tested and certified by the Bureau of Weights and Measures before each use and after each scale set-up or when directed. The Project Manager will accept reports from a Montana certified scale service stating compliance with the applicable tolerances in lieu of State certification. Seal the weigh system after adjustment and testing. Evidence of tampering or scale adjustment is cause to suspend use of the scale until it is re-tested and certified.

All materials received after the last test and certification will be reduced by the percent of error in excess of the specified tolerances if the weigh system is found to overweigh (indicate more than the correct weight).

No adjustment is made for systems found to under-weigh (indicate less than the correct weight).

Repair and re-certify weigh systems under-weighing or over-weighing outside the specified accuracy limits before use.

Follow the weigh equipment manufacturer's procedures or the National Bureau of Standards Handbook No. 44 procedures for weigh system testing, witnessed by the Project Manager. Provide all equipment, tools, and labor necessary to perform the test. Test permanent scales at least annually.

The cost of furnishing, testing, operating, and maintaining weigh equipment is incidental to and included in the payment for the work.

109.02 SCOPE OF PAYMENT

Receive and accept the specified compensation as full payment for furnishing all materials, performing all work under the contract in a complete and acceptable manner and for all risk, loss, damage, or expense arising from the work, subject to Subsection 107.21.

The basis of payment for unit price items in the contract requires that the unit price be full compensation for work or material essential to the item. This same work or material is not measured or paid for under any other pay item in the contract.

The payment of any current or final estimate or of any unpaid contract funds does not prejudice or affect the Contractor's obligation to submit for final acceptance a completed improvement meeting the contract specifications.

In accordance with the requirements of Section 15-50-101 MCA, for contracts exceeding $5,000, including approved modifications, the Department will withhold 1% of the dollar amount of all Contractor payments. All payments by a Prime Contractor to a Subcontractor are also subject to this 1% gross receipts fee. The Prime Contractor must withhold 1% of all payments made to subcontractors.

109.02.1 Pay Unit Rounding

The Project Manager will determine the quantities of work performed for each pay estimate as outlined in Subsection 109.01. All quantity calculations will be rounded for payment as outlined in Table 109-1.

TABLE 109-1
ROUNDING CRITERIA

Pay Unit	Rounding
Foot	1
Station	0.01
Mile	0.01
Course Foot	10
Square Foot	1
Square Yard	0.1
Acre	0.01
Cubic Yard	0.01
Gallon	1
Pound	1
Ton	0.001
Hour	0.1
Lump Sum	0.001
Each	1
Unit	1

All dollars will be rounded on progress and final estimates to $0.01.

109.03 COMPENSATION FOR ALTERED QUANTITIES

Accept payment for work quantities that vary from the contract quantities at the original contract unit prices. No allowance, except under Subsections 104.02 and 108.10, will be made for any increased expense, loss of expected reimbursement, or loss of anticipated profits suffered or claimed resulting either directly from such alterations or indirectly from unbalanced allocation among the contract items of overhead expense and subsequent loss of expected reimbursements or from any other cause.

Only those quantities of materials actually incorporated into the final work and accepted will be paid for.

109.04 PAYMENT FOR EXTRA WORK

109.04.1 Agreed Unit Price and Agreed Lump Sum Price

Extra work performed under Subsections 104.02 and 104.03 may be paid for at agreed unit price(s) or agreed lump sum price(s) as specified in the extra work order. Submit proposed unit price(s) and/or proposed lump sum price(s) for the extra work.

A. Historical Bid Price Method. The Project Manager may use historical bid prices to justify proposed unit price(s) and/or proposed lump sum price(s) for some or all of the extra work. No additional markup for Gross Receipts Tax, profit, or administrative costs are allowed when the historical bid price method is used; however, the Project Manager may consider the effects of inflation, deflation, quantity, location, etc. when evaluating proposed pricing with this method. If the Project Manager does not agree that historical bid prices justify the proposed prices, then the Project Manager may request a cost breakdown from the Contractor.

B. Cost Breakdowns. Upon request, provide a cost breakdown to justify proposed prices, using the format shown below. Information designated by the Contractor as proprietary is protected from disclosure to outside parties. The Contractor may request Force Account measure if unwilling to provide the required information in the breakdown. Provide itemized, estimated direct costs without profit. Apply markups and profit according to the format below.

Submit the following minimum information for applicable line items in the breakdown. No information is required for non-applicable line items.

1. **Direct Costs** (do not include profit).
   a. **Labor.** List the number of workers, wage rates including burden for each worker, and number of hours per worker. Burden is the total cost of an employee to a company, including their salary and any additional benefits. When requested by the Project Manager, provide a breakdown of the submitted wage rates showing how burden was calculated.
   b. **Equipment.** List the equipment, actual equipment rates (includes fuel), and equipment time. Do not include supervisor vehicle as a direct cost.
   c. **Materials.** List the materials supplied, material quantities, and unit costs. Include any shipping costs.
   d. **Mobilization.** Provide a labor and equipment breakdown for added mobilization/demobilization with the minimum information stated above.
   e. **Additional Supervisor Costs.** Do not include supervision costs that are already being recovered by other contract work. Provide supporting documentation certifying that the added work will result in increased supervision costs and showing how the actual or estimated cost (include supervisor vehicle cost) was calculated.

   List other direct costs separately and include a description of the actual or estimated amounts.
2. **Subtotal A.** Subtotal of Direct Costs above.
3. **Subcontracted Work and Markup Line Items.**
   a. **Overhead Markup.** Apply 10% to Subtotal A, or if a higher rate is used, furnish documentation certified by a Certified Public Accountant (CPA) showing how the higher rate was determined.
   b. **Subcontracted Work.** List each subcontractor total separately. Provide a separate breakdown for each subcontractor, showing their direct costs, overhead, and profit.
   c. **Subcontractor Administrative Markups.** Apply the markup rate(s) shown in Table 109-2.
   d. **Profit.** List profit amount.
4. **Subtotal B.** Equal to Subtotal A plus Overhead, Subcontracted Work, Subcontractor Admin., and Profit.
5. **Permits, TERO, Bond, Insurance.**
   a. **Permitting Fees.** Additional permitting fees.
   b. **TERO Fee.** Additional TERO fee amount.
   c. **Increased Bond.** Apply bonding rate to Subtotal B. Furnish evidence of the contractor's bond rate.
   d. **Increased Insurance.** Apply insurance rate to Subtotal B. Furnish evidence of the contractor's insurance rate.
6. **Subtotal C.** Equal to Subtotal B plus Permitting Fees, TERO Fee, Increased Bond and Insurance.
7. **Additional Gross Receipts Tax (GRT).** Equal to Subtotal C multiplied by 1.00%.
8. **Total Cost.** Equal to Subtotal C plus GRT.
9. **Statement.** Provide a statement certifying that the direct costs do not include profit.

   Provide additional detail/justification when requested by the Project Manager.

Force account basis as described Subsection 109.04.2 will be used when there is no agreement on price or if the cost breakdown does not include sufficient detail.

109.04.2 Force Account Basis

Approved extra work paid for on a force account basis will be accounted for daily. The daily report sheets are the true record of extra work. The payments below are full compensation and include profit and overhead. No additional profit will be added. Extra work on a force account basis ordered by the Project Manager in writing, under Section 104, is paid for as follows:

A. Labor. The Contractor is paid at the applicable USDOL Wage Decision classification rate for all labor and foremen assigned exclusively to performing the extra work for the total hours worked on-site plus 80% of the total unless it can be shown on a certified payroll that the individual performing the force account work is normally paid at a higher rate than the classification rate. Then, the hourly rate paid will be increased to the normally paid rate. If the force account work puts the employee into overtime, the Contractor will be reimbursed at the overtime rate.

Submit evidence of the actual wage rates paid. Only labor on certified payrolls is eligible. The rate paid will be that which is listed on the certified payroll. For salaried employees on-site to manage the contract, submit a certified payroll report from the contractor's payroll system showing the supervisor's salaried rate.

The 80% surcharge may be increased if supporting documentation is submitted by a certified public accountant (CPA) showing that a higher percentage surcharge is needed to cover labor costs. This documentation may be audited to determine compliance of allowable surcharges. The wage rates used for the above computation will not include travel pay (unless included in the USDOL wage decision) or fringe benefits, whether or not paid directly to the employees. Payment as described above is full compensation for all labor related expenses incurred including but not limited to premiums for worker's compensation insurance, public liability and property damage insurance, social security, unemployment compensation, health and welfare expenses, and other labor related expenses.

Do not include supervision costs that are already being recovered by other contract work. Provide supporting documentation certifying that the added work will result in increased supervision costs and showing how the actual or estimated cost was calculated.

B. Materials. The Contractor will receive the actual delivered cost of all materials used based on invoices, plus 15%. The quantity of material used must be documented.

C. Equipment. The Contractor will receive the rental rate or invoice price, where applicable, for machinery or special equipment (other than small tools) used to perform the work plus 10%. Rental rates are calculated using Rental Rate Blue Book for Construction Equipment (equipmentwatch.com). Rates and allowances for standby time, outside rented equipment, and owner-operated equipment are determined under the Department Equipment Rental Rate Procedures. Do not include supervisor vehicle costs that are already being recovered by other contract work.

D. Bond. The actual cost chargeable to force account work of premiums for the performance bond are paid. No surcharge is allowed for the performance bond. Furnish evidence of the contractor's bond rate.

E. Mobilization.

1. **Extra Work.** Eligible costs for increased mobilization of equipment resulting from extra work are the costs associated with the transport equipment and driving the transport equipment. These costs will be measured in accordance with Subsection 109.04.2.A Labor and 109.04.2.B Equipment.
2. **Original Contract Work.** For original contract work that is specified to be measured and paid by Force Account, mobilization costs are not eligible for payment in the Force Account. Include those costs in the Mobilization bid item.

F. Statements. The Department will compile a daily record of extra work done on a force account basis. Complete Contractor daily records for the extra work done on a force account basis on Department forms.

Compare contractor records of material quantities, labor, and equipment with the Project Manager's or Inspector's records at the end of the day and reconcile any discrepancies daily. The Department's daily record sheets are the governing documentation of extra work.

Submit the original extra work order and any supporting documentation such as freight bills and material invoices.

G. Subcontracting. Extra work performed on a force account basis by a Subcontractor and/or a sub-Subcontractor under an extra work order will include the percentage allowed in Table 109-2 for administrative expenses. This administrative allowance only applies to charges for labor and materials. The allowance is applied to all charges and added percentages specified in Subsections 109.04.2 (A), (B), and (D). Bid items in the original contract are not eligible for this administrative allowance.

TABLE 109-2
SUBCONTRACTING - ADMINISTRATIVE ALLOWANCES

Extra Work - Subcontracted	Administrative Allowance
$0 to $15,000	10%
Over $15,000	$1,500 plus 5% of excess over $15,000

Approval of this additional percentage is made after the Contractor furnishes receipted invoices.

Administrative expenses are not paid for on a force account basis above the amount allowed the Prime Contractor and Subcontractor if the work is done by a sub Subcontractor.

109.04.3 Equitable Adjustment for Claims

The equitable adjustment provided for in Subsection 105.16 is determined as follows:

1. If the parties agree, the price is determined using unit prices or other agreed upon prices.
2. If the parties cannot agree, the price is determined by the Project Manager using unit prices or other means to establish cost.

The following limitations apply:

1. The rental rates must be actual cost not to exceed the rates established in Subsection 109.04.2 and in effect at the time the work is performed.
2. No claim for loss of anticipated profits on deleted or uncompleted work or consequential damages of any kind is allowed.

109.05 DELETED OR TERMINATED WORK

The Engineer may delete work by change order under Subsection 104.02.4 or may terminate the contract in whole or part, under Subsection 108.10. When the contract is terminated in part, the partial termination is treated as a deletion change order for payment under this section. Payment for completed items is at the contract unit prices.

When any item is deleted, in whole or in part, by change order or when the contract is terminated, in whole or in part, payment for deleted or terminated work is made as follows:

1. Payment will be made for the actual number of units of work completed and meeting all contract requirements at the contract unit prices unless the Project Manager determines the contract unit prices are inappropriate for the work actually performed. When that determination is made, payment for work performed will be as mutually agreed. If the parties cannot agree, the Project Manager will determine the amount or the equitable adjustment under Subsection 109.04.3.

2. Payment for partially completed lump sum items that meet contract requirements will be as mutually agreed. If the parties cannot agree, the Project Manager will determine the amount of the equitable adjustment under Subsection 109.04.3.
3. The Department will pay as part of the equitable adjustment those direct costs necessary and actually incurred in anticipation of performing the work that has been deleted or terminated. Costs previously paid for by the contract unit prices for completed units of work are excluded.
4. The total payment for any one item in the case of a deletion or partial termination cannot exceed the contract unit price as modified by approved change orders less the estimated cost (including overhead and profit) to complete the work and less any amount paid to the Contractor for the item.
5. The total payment where the contract is terminated will not exceed the total contract price, as modified by approved change orders less those amounts paid before the effective date of termination.

No claim for damages of any kind or for loss of anticipated profits on deleted or terminated work is allowed because of the termination or change order.

Contract time will be adjusted as the parties agree. If the parties cannot agree, the Project Manager will determine the equitable adjustment for contract time.

Materials to be permanently incorporated into the work and ordered before the date the work was terminated under Subsection 108.10 or as deleted under Subsection 104.02, will either be purchased by the Department at the actual cost and become Department property, or the Contractor will be reimbursed for the actual cost of returning the materials to the suppliers.

109.06 PARTIAL PAYMENTS

Partial payments will be made once each month based on estimates of the value of the work performed and materials complete in place under the contract, including materials delivered under Subsection 109.07. No payments will be made for work performed or materials produced without the required permits and authorizations in place as required under Subsection 107.02.

The Department reserves the right to withhold all, or part of, any partial payments earned under the contract until all tax payments due or owed to the State of Montana are paid in full.

If the Contractor becomes delinquent in any monetary contractual obligations (e.g., prompt payment upon satisfactory completion of work, payment to owners of materials sources, etc.), the Department may withhold payments from each monthly estimate until the delinquency has been resolved. In the event the delinquency involves nonpayment to a Subcontractor or supplier, the Department also may order forfeiture of the contract bond or take action under Subsection 108.09.

The Department will release the withheld amounts to the Contractor upon the Engineer's receipt of a statement from the entity to whom the delinquency was owed stating that the delinquency has been resolved. If the delinquency is not resolved, the Department may also release withheld amount to the Surety, if requested in writing by the Surety.

If the contract extends beyond the contract completion time, the sum specified in Table 108-5 will be deducted from any money due the Contractor.

109.06.1 Billing Cycle

In accordance with Section 28-2-2115 MCA, this contract provides that the Department will submit payment estimates in billing cycles other than once a month, when deemed necessary. Do not submit a request for routine payment and requests for payment of any item does not initiate any period for payment. Requests may be submitted for stockpiled material payments in accordance with Subsection 109.07.

In accordance with federal regulations, the Project Manager will issue estimates, usually monthly, for progress payments greater than $500 based on the documentation of approved work and the Project Manager's opinion of the percentage of completion, in accordance with

specifications, of each of the project's Schedule of Items. The Department will review work performed for completeness, specification compliance, and quality assurance before it is given conditional approval for progress payment. Should work that was previously paid for any reason, such as stockpiled material under Subsection 109.07, be later found not to comply with quality assurance or specification, such as compliance testing or any required material certification, that part of the work will be deleted from payment approval. In such case, future monthly estimates will be lessened by the reduced amount, or the Contractor will be required to repay the previously paid amounts until the work is performed in full compliance with specification and quality assurance.

Notice of extended payment provision: this contract allows the Department to make payment within 30 calendar days after submission of estimates by the Project Manager.

The contract's final payment will not be made until:

- The Contractor has fully completed all work under the contract.
- All required documentation has been submitted to the Department's satisfaction; and
- The materials supplied and work performed has passed the Department's quality assurance testing.

Pay all subcontractors within 7 calendar days after receipt of a periodic or final payment from the Department. Payment must be for the full amount due the subcontractor (including retainage) for work performed or materials provided that were included in the periodic or final payment according to the provisions of Section 28-2-2103(2)(a) MCA. A subcontract may not provide for a time longer than the law's mandated 7 calendar days.

109.07 STOCKPILED MATERIALS

Materials delivered and stockpiled at the project site or other location approved by the Project Manager may be considered for partial payment, if the following requirements are met:

1. The material meets the contract requirements.
2. The material is a manufactured end product or a fully fabricated product. Aggregate must be produced and stockpiled to the final stage for incorporation into the specified mixture or the roadway. Riprap meeting the gradations specified in Table 701-19 for the class specified in the plans is considered a manufactured end product for this Subsection.
3. Material is stored to prevent damage and theft, without obstructing or impeding the traveling public. Department Inspectors must always have access to the inventory sheets and the stockpiles.
4. A written request is accompanied by an invoice(s) for all items received at least one week before the end of the monthly estimate cycle. Include the quantity for which payment is requested, the length of time the material is to be stored, the location for material stored off of the project site, and sufficient detail to justify the costs. If the material is manufactured by the Contractor, include the manufacturing costs in the request.

Submit a new request and invoice(s) whenever items are added to the stockpile. Clearly identify the project number, location, designation, and the entire inventory on these sheets. Keep each project's stockpiled material separated from stockpiles belonging to other projects. Only use stockpiled material for the designated project.

Steel or iron items meeting Subsection 106.09 may be stored at property owned or leased by the Contractor or approved Subcontractor if approved by the Project Manager. The property must be accessible to Department representatives at all times and must be located in Montana except completed and tagged beams and diaphragms may be stored outside of Montana.

Payment made for material on hand does not constitute acceptance of the material.

If stored material is lost, stolen, or damaged, the material's value will be deducted from the subsequent estimate or estimates.

Payment of partial estimates for stored material, acceptance of the materials to be stored, or approval of the storage method does not relieve the Contractor's responsibility for all materials and

work upon which payments have been made or the restoration of any damaged work. The payments are not a waiver by the Department of any other contract provisions or of its rights to require fulfillment of all contract terms.

Partial payment will be made for the invoice price, or for the manufacturing costs incurred by the Contractor. Payment for stockpiled materials will not exceed the contract unit price or the amount justified to the Project Manager. When stockpiled material has been produced by crushing operations, payment will not exceed 40% of the contract unit price. Maximum payment for materials in storage will be based on quantities that will be measured for payment. Submit stockpiled materials requests using the same unit of measure as the contract item.

Obtain the Project Manager's written approval of off-project site storage locations for bridge prestressed beams, bridge structural steel members, concrete box structures, and other large structural items.

No payment is made for bridge deck re-surfacing materials having a manufacturer's expiration date passing before its scheduled incorporation into the work.

109.08 RESERVED

109.09 MOBILIZATION

109.09.1 General

Mobilization is the preparatory work and operations performed including, but not limited to, those necessary for:

1. The movement of personnel, equipment, supplies, and incidentals to the project site.
2. The establishment of all offices, buildings, and other facilities necessary for work on the project.
3. Premium on contract bonds.
4. Insurance for the contract.
5. Other work and operations that must be performed or costs incurred before beginning contract work.
6. Mobilization costs for subcontracted work; and
7. Submission of all forms, certifications, and documentation required by the Department to prepare the final estimate and issue a certificate of completion.

Mobilization is only to be used for these reasonably-anticipated expenses and is not to be used either to front-load a bid in order to receive payment earlier, or to unbalance a bid.

109.09.2 Payment

The awarded contract amount is the total price of the contract as bid. The percent of contract amount complete is based on the amount paid on all previous progress estimates plus the current progress estimate amount, excluding all price adjustments. Partial payments for mobilization will be made based on the lump sum contract unit price in accordance with Table 109-3. No payments will be made for mobilization until the requirements of Subsection 108.03 have been satisfied.

TABLE 109-3
MOBILIZATION PAYMENTS

Percent of Awarded Contract Amount Complete	Amount Paid (whichever is less)	
	Percent of Mobilization Bid Amount[1]	Percent of Awarded Contract Amount
First estimate after Notice to Proceed	99	1
5	25	3
10	50	6
25	60	8
50	90	10
70 or Conditional Final Acceptance, whichever occurs first	99	
Final Estimate	100	

Note: 1. This percentage is the cumulative amount paid to that point, not the amount paid on the progress estimate.

109.09.3 Payment (SMP Contracts)

An exception to Subsection 109.09.2 is state maintenance stockpile contracts (SMP contracts). Mobilization will be paid for based on the percentage each stockpile site quantity bears in relation to the entire contract quantity, determined by the Department. The amount established as payment for mobilization for each site will be paid for in its entirety with the first estimate for each site.

109.10 OVERPAYMENTS

Overpayments on progress estimates will be deducted from subsequent progress estimate payments. If there are no subsequent progress estimate payments to be made, or the amounts to be paid are less than the overpayment, the Department may:

1. Notify the Contractor of the overpayment. The Contractor has 30 calendar days from the date of receipt of notification of overpayment to repay the money owed. If the money owed is not received by the Department before the 30-day period expires, interest will be charged on the overpayment beginning with the date of receipt of notification of overpayment. The interest rate charged will be the greater of 10% or the highest rate allowed by the law for the period in which the overpayment is not repaid.

   The Contractor may be barred from bidding on Department projects until the money that is owed has been received.

2. The Department may deduct the amount of overpayment and accrued interest from the progress estimate payment of any contract with the Department.

109.11 FUEL PRICE ADJUSTMENT

Notify the Project Manager in writing by the Notice to Proceed date or at the pre-construction conference, whichever comes first, of intent to participate in fuel price adjustment. Once the provision is invoked, it will not be reversed. Submit a list of contract items, according to Table 109-4, that are requested to be subject to fuel price adjustment. Submit the list for approval by the Pre-construction Conference, using the Fuel Price Adjustment (form MDT-CON-109-11).

TABLE 109-4
ITEMS SUBJECT TO FUEL PRICE ADJUSTMENT

Original Contract Amount	Maximum Number of Items
$0 to $8,000,000	10
$8,000,001 to $15,000,000	15
Greater than $15,000,000	20

When required by the Project Manager, provide actual diesel fuel, propane fuel and gasoline fuel costs along with the calculations used to determine the costs for the respective contract items. The accumulated diesel fuel, propane fuel and gasoline fuel costs may not exceed 20% of the contract unit price without additional justification acceptable to the Project Manager. Items measured on a lump sum basis will not be eligible for fuel price adjustment. No fuel price adjustment will be made for stockpiled materials.

Adjustments will be calculated using the increase or decrease between the base price and the monthly average price at the time the contract items are added to the progress estimate. The base price for the contract will be the average of the high and low price for the 5 business days before the bid opening. The base price for propane fuel will be the base price for diesel fuel divided by the difference in BTU/hr. for each fuel, or 1.5455 BTU/hr. The monthly average price will be the average of the high and low prices on Wednesday of each week in the adjustment period taken from Platt's Oilgram Price Report, or other fuel price report determined by the Department for unleaded gasoline and ultra-low sulfur diesel fuel. The average price for propane fuel will be the average monthly price for diesel fuel divided by 1.5455. The adjustment period for fuel price is from the Wednesday of the full week before the beginning of the estimate cycle to the Wednesday of the full week prior to the next estimate cycle. If the estimate cycle extends beyond the monthly estimate period, only the fuel prices from the month in which the item is added to the estimate will be used to generate the average price.

Adjustments will be made only when the monthly average price exceeds $0.25 per gallon more or less than the base price. The adjustments will be for the amount exceeding $0.25 per gallon.

The price adjustment for each type of fuel will be the change in cost from the base price (BP) to the monthly average price (AP) that exceeds $0.25, multiplied by the quantity (Q) of the item added to the progress estimate, multiplied by the fuel cost (FC).

Adjustments will be according to the following formulas:

$$\text{Increase} = \frac{AP - BP - 0.25}{BP}\ \text{FC} \times \text{Q}$$

$$\text{Decrease} = \frac{BP - AP - 0.25}{BP}\ \text{FC} \times \text{Q}$$

Where:

AP - Monthly Average Price BP - Base Price

FC - Fuel Cost Q - Quantity

Include only the cost of fuel associated with the approved items in FC. Do not include additional costs related to items such as servicing of equipment, lubricants, tire and ground engaging component wear, depreciation, insurance, storage, licenses, inspection, etc.

Adjustments will be calculated for each type as described without regard to the grade or amount of fuel actually used. The total of the fuel price adjustments will be added to, or subtracted from, the monthly progress estimate.

109.12 TRAINING PROGRAM

A. General. Training and upgrading of minorities and women toward journeyperson status is the primary objective of the Training Program. Journeyperson status is considered achieved when an individual is recognized as a qualified and skilled person in a trade and is entitled to the wages and benefits associated with that trade. Make every effort to enroll minority and women trainees (e.g., by conducting systematic and direct recruitment through public and private sources likely to yield minority and women trainees) to the extent that such persons are available within a reasonable area of recruitment. Be responsible for demonstrating the steps taken to meet the primary objective. This training commitment is not intended, and is not to be used, to discriminate against any applicant for training, whether a member of a minority group or not.

Establish a Training Program documenting the anticipated length and type of training for each classification. The Training Program and any subsequent changes must be approved by the CES Bureau. The program will receive approval if it is reasonably calculated to meet the equal employment opportunity obligation of the Contractor and to qualify the trainee for journeyperson status. Apprenticeship programs registered with the U.S. Department of Labor, Bureau of Apprenticeship and Training, or with a State apprenticeship agency recognized by the Bureau and training programs approved but not necessarily sponsored by the U.S. Department of Labor, Manpower Administration, Bureau of Apprenticeship and Training will also be considered acceptable provided they are being administered in a manner consistent with the equal employment obligations of federal-aid highway construction contracts.

Submit a Training Program 15 calendar days prior to commencing any training-related construction activities for approval. Specify the number of trainees per classification and expected start dates for training. The Department will credit the Contractor for each trainee that becomes enrolled in an approved program and is employed on the project site covered by the contract.

Obtain approval or acceptance of the Training Program from the CES Bureau prior to commencing work associated with the Training Program.

The Contractor may submit a written request to the Project Manager and CES Bureau requesting additional hours of training. The Department will evaluate the request based on the remaining activities providing training opportunities and the value of additional training towards further developing the trainees' skill level. Additional hours must be reflected and approved in an updated Training Program.

Each trainee must receive a minimum of 500 hours of on-the-job training aimed at developing full journeypersons in the type of trade or job classification involved, but hours are not to exceed those specified in the approved Training Program. No employee is to be employed as a trainee in any classification that has been successfully completed previously or in which the trainee has been employed as a journeyperson. Classifications such as clerk-typists or secretarial positions are not eligible for the Training Program. Training is permissible in lower-level management positions such as office engineers, estimators, timekeepers, etc., where the training is provided on the project site and is oriented toward construction applications. Training in the Laborer classification may be permitted provided that significant and meaningful training is provided.

The trainee must begin training on the project as soon as feasible after start of work utilizing the skill involved and remain on the project as long as training opportunities exist in the work classification or until the Training Program is completed. It is not required that all trainees be employed for the entire length of the contract.

Provide for the maintenance of records and furnish the Project Manager a copy of the monthly 7A reports by the 10th of each month documenting training performance under this provision.

In the event the Contractor subcontracts a portion of the contract work, designate in writing which Subcontractors are to participate in the training obligation. Ensure this provision is physically attached to each subcontract, as appropriate. Contractor maintains the primary responsibility for meeting the training requirements.

B. Trainee Payrolls. Trainees must be paid at least the following percentages of the appropriate minimum journey¬person's rate specified in the contract, or if no rate is specified in the contract, the percentages of the minimum rate paid journeypersons by the Contractor:

- 60% for the first half of the training period.
- 75% for the third quarter of the training period.
- 90% for the last quarter of the training period.

In the event apprentices or trainees in an approved existing program are enrolled as trainees on this project, the appropriate rates approved by the Departments of Labor or Transportation apply to all trainees being trained for the same classification who are covered by this provision.

Furnish the trainee a copy of the program and explain to the trainee the intent of the specific training to be provided. Upon completion of the Training Program, provide each trainee with a certification showing the type and length of training satisfactorily completed.

All hours of onsite training as outlined in the approved program and as shown on project payrolls and monthly 7A Training Reports will be measured for payment, up to the total established by the approved Training Program.

Payment at the contract unit price bid per hour of Training Program is considered full reimbursement for the extra cost involved in providing the training as outlined in the approved Training Program.

No additional reimbursements will be made for trainee or trainer wages. No reimbursement for off-site training will occur, unless otherwise stated in the contract. No payment will be made to the Contractor if failure to provide the required training occurs or if the Contractor fails to meet the primary objective and is unable to provide evidence indicating good faith efforts to meet it. Failure to furnish required documents and reports in the manner and time specified may result in forfeiture of all or a portion of the amounts due the Contractor for training reimbursement.

DIVISION 150 DESIGN-BUILD CONTRACTS

SECTION 151
DEFINITIONS AND TERMS

151.01 GENERAL

Subsection 101.01 applies in addition to the following:

Division 150 sections only apply to Design-Build Contracts. These sections are intended to correlate directly to Division 100 sections and refer to, rescind, replace and/or add to Division 100 sections as applicable to Design-Build Contracts.

Divisions 200-700 of the Standard Specifications apply except as set forth in Subsection 151.01.1.

151.01.1 Interpretation and Effect of the Specifications

Inconsistencies between Division 100 and Design-Build Contracting are intended to be addressed by Division 150.

Provisions in the Specifications related to payment of actual measured and placed quantities do not apply to Design-Build Contracts. The Basis of Payment for Design-Build Contracts will be prorated for a percentage of completed work for each work item as set forth in the monthly Schedule of Values (SOV) up to the lump sum price set forth in the Contract. Price adjustments related to incentives and disincentives apply to Design-Build projects. Any provisions regarding reductions or withholdings of payment due to quality of workmanship or quality of materials in the Basis of Payment subsections of the Specifications apply to Design-Build Contracts. Example, the only provision in Subsection 401.05 Basis of Payment that applies to Design-Build Contracting is the part that relates to price adjustments for rumble strips and Table 401-7.

This section provides additional instruction regarding the interpretation and effect of the Specifications when the Standard Specifications or Special Provisions do not align with Design-Build Contracting.

In the event of misalignment between the Specifications and Design-Build Contracting, the language is subject to interpretation pursuant to the following guidelines:

1. All provisions of the Specifications will be construed to effect the purpose and intent of Design-Build Contracting.
2. For terms that misalign, like "Engineer" and "Project Manager", the Specifications will be interpreted consistently with Design-Build Contracting.
3. Division 150 of the Standard Specifications governs the application of Division 100 of the Standard Specifications to Special Provisions regardless of whether rescinded Division 100 provisions or references remain in the Special Provisions.
4. Method of measurement subsections of Divisions 200-700 will be used by the Firm for design development and setting up Schedule of Values bid items. The Department will not measure quantities for payment in accordance with the Method of Measurement subsections and will in no case make payments based on actual quantities that total an amount greater than the lump sum contract price.

If there is a disagreement regarding the interpretation of the Specifications in accordance with the purpose and intent of Design-Build Contracting, the issue will be escalated through the issue resolution ladder identified in the Montana Partnering Field Guide.

151.02 ACRONYMS AND ABBREVIATIONS

Subsection 101.02 applies in addition to the following:

Whenever the following acronyms and terms are used in Division 150, the intent and meaning are interpreted as follows:

ATC .....Alternative Technical Concept
ACS.....Alternative Contracting Section
ACPM.....Alternative Contracting Project Manager
CQCP.....Construction Quality Control Plan
DB .....Design-Build
DBE.....Disadvantaged Business Enterprise
DCCP .....Design and Construction Criteria Package
EOR .....Engineer of Record
QC.....Quality Control
RFC.....Release for Construction
RFP .....Request for Proposals
RFQ .....Request for Qualifications
SOQ .....Statement of Qualifications
SOI.....Schedule of Items
SOV .....Schedule of Values
TRC.....Technical Review Committee

151.03 DEFINITIONS

Subsection 101.03 applies except for the following definitions that are either new definitions or rescind and replace existing definitions in Subsection 101.03.

ALTERNATIVE CONTRACTING PROJECT MANAGER

The Department's designee responsible for the management and administration of the Project during development, solicitation, and design phases. The ACPM is the Firm's first contact for all Project-related issues during these phases unless another person or agency is specifically stated in the Contract. Also known as the Alternative Projects Engineer.

ALTERNATIVE TECHNICAL CONCEPT

A design or construction concept that is a modification to a Project-specific requirement and is based on a specific process set forth in a Project's Procurement Documents.

APPARENT BEST VALUE

The highest combined Technical Proposal and Bid Price Proposal score as calculated from the Best Value Calculation.

BID PRICE PROPOSAL

The bid submitted to the Department prior to the bid opening.

BRIDGING DOCUMENT

Preliminary design, field investigations, reports, and other documents provided by the Department in the RFP that the Firm may use as a basis for bidding on a Project. The RFP specifies if documents provided are Bridging Documents or documents provided for informational purposes only.

COMPONENT

A portion of the Project that is broken out into separate and distinct design and construction packages. The Firm designates Component packages unless otherwise directed by the RFP.

CONTRACT

The written agreement between the Department and the Firm which details the obligations of the parties for performing the prescribed work.

The Contract includes the Proposal; Q&A forum; signed contract award form; contract bond; Bid Price Proposal; Materials Manual; RFP; Bridging Documents (when provided in the RFP); Standard Specifications; Technical Proposal; change orders; and extra work orders required to complete the Project.

Upon completion, the RFC Special Provisions; Table of Contractor Submittals; Released for Construction Plans; and Detailed Drawings become a part of the Contract.

DESIGN AND CONSTRUCTION CRITERIA PACKAGE

Contains the design and construction information necessary to guide a prospective Firm in the preparation and submission of a Proposal for a Design-Build Project. This package clearly defines the criteria essential to ensure that the Project is designed and constructed to meet the needs determined by the Department. This package is part of the RFP.

DESIGN-BUILD CONTRACTING

The process of entering into a single contract between the Department and a Design-Build Firm in which the Design-Build Firm agrees to design and build a highway, structure, or facility, or any other items required in the RFP for a lump sum price. Also known as Design-Build Contract or Design-Build Project.

FIRM

An individual, firm, partnership, corporation, joint venture, or other legally recognized entity that is appropriately licensed in Montana and provides the necessary design and construction services, including contract administration. Also known as Contractor or Design-Build Firm.

NOTICE TO PROCEED

Receipt of the executed Design-Build Contract is the Firm's Notice to Proceed.

PROCUREMENT DOCUMENTS

Any document furnished by the Department during procurement including but not limited to the RFQ, RFP, and any addenda or attachments.

PROJECT

Project means the Design-Build Project to be designed and constructed as described in the RFP.

PROPOSAL

A Technical Proposal and Bid Price Proposal submitted to the Department separately by each proposer.

Where Division 100 applies to Design-Build, Proposal means the Bid Price Proposal.

TECHNICAL PROPOSAL

A written submission in response to the RFP outlining how a Firm intends to meet the Project requirements.

TECHNICAL REVIEW COMMITTEE

A committee of personnel selected by the Department to evaluate SOQs and Technical Proposals to make a recommendation of award.

SCHEDULE OF ITEMS

The list of items to be bid on in the bid package. The SOI is generally a single lump-sum item for the whole project, each Component, or each project of a tied project.

SCHEDULE OF VALUES

An excel workbook developed by the Department and used to report completed work and determine the percentage of lump sum payments for monthly invoicing. The SOV breaks down the SOI into pay items that are amended to the Contract by administrative change order.

SELECTION COMMITTEE

A group of Department senior managers responsible for reviewing and approving SOQs, Technical Proposals, and Best Value scores generated by the TRC.

SECTION 152
BIDDING REQUIREMENTS AND CONDITIONS

Section 152 also applies to Technical Proposals

152.01 JOINT VENTURE BIDS

Subsection 102.01 applies.

152.02 CONTENTS OF BID PACKAGE

Subsection 102.02 is rescinded and replaced with the following:

The Contents of the bid package are included in the RFP.

152.03 CONTRACTOR REGISTRATION

Subsection 102.03 applies.

152.04 ISSUANCE OF PROPOSALS

Subsection 102.04 applies.

152.05 QUANTITIES OF WORK IN THE PROPOSAL

Subsection 102.05 is rescinded and replaced with the following:

Submit a lump sum Bid Price Proposal for all items in the bid package.

Payments are prorated for the percentage of completed work for each item listed in the SOV. The percentage of completed work is reported in the SOV and furnished materials are reported in MT-601 Materials List- Items and Quantities. The completed work and furnished materials reported are reviewed and approved or denied by the Project Manager. The SOV includes preconstruction items in one worksheet, and construction engineering and construction items in another worksheet. The SOV will have a separate worksheet for construction engineering and construction items for each Component.

152.06 EXAMINATION OF DOCUMENTS AND SITE OF WORK

Subsection 102.06 is rescinded and replaced with the following:

Examine the proposed work site, the design and construction requirements, and all Procurement Documents before submitting a Proposal. Submitting a Proposal is an affirmative statement by the Firm that the Firm has examined the site, the design and construction requirements, and all Procurement Documents, and is satisfied with the conditions to be encountered in performing the Contract requirements.

The Department is not bound by any statement or representation concerning conditions or description of the work unless specifically stated in the Procurement Documents. Do not rely on oral explanations or instructions given by the Department or agents before award of the Contract. Accept these as non-binding oral explanations or instructions and relying on them is solely at the Firm's risk.

The Department does not guarantee the accuracy of as-built plans.

The Firm should not rely solely on the as-built plans provided for bidding purposes.

The Firm is responsible for using its own means and methods for determining how the Project is to be completed. The Firm's reliance on as-built plans is at their own risk.

Immediately submit a request for an explanation of the meaning or interpretation of the Procurement Documents to the Q & A Forum. Requests must be submitted prior to the Q&A closing date provided in the RFP.

The records of any subsurface investigation conducted by the Department are available for inspection as a public document. When not included in the bid package, inspect available records at the Materials Bureau, Bridge Bureau, or the District where the project is located.

The records of subsurface investigations are not a part of the bid package or Contract but are available to all Firms for informational purposes only. There is no warranty or guaranty, either

expressed or implied, that the subsurface investigation records disclose the actual conditions that will be encountered during the performance of the work. Department subsurface investigation results may differ from a Firm's independent subsurface evaluation due to different sampling techniques, the date of the investigation, etc. Using or relying on Department subsurface investigations is at the Firm's risk. The Firm must perform and rely on its independent subsurface evaluation made before submitting a Proposal. Submittal of a Proposal is an affirmative statement that an independent subsurface evaluation was made, and Department subsurface investigations were not relied on. Individual test boring log data included in the Department's subsurface investigation records apply only to that particular boring taken on the date indicated. The character of any material or conditions between or around test borings on the date of the site examination is not conclusive.

Submission of a Proposal waives any potential claim of the above, including a claim of justifiable reliance on such information or materials.

Do not take advantage of an apparent error, omission, or ambiguity in the RFP. Upon discovery, immediately submit the discovery to the Q & A Forum if an error, omission, or ambiguity exists and why it appears erroneous, omitted, or ambiguous. Advise bidders submitting a subcontract quotation of this obligation and clarify their responsibility to include this information with their subcontract quotation. The Department will clarify the error, omission, or ambiguity and, if necessary and possible, issue an addendum to all prospective Firms before opening Bid Price Proposals.

Do not submit a Bid Price Proposal without receiving clarification. Failure to provide written notification is a waiver of the error, omission or ambiguity, and additional compensation or contract time will not be allowed.

The Department may provide preliminary information to prospective Firms in advance of the RFP to give notice of the general requirements for those projects. Preliminary information is not in final form, and there may be substantial changes between preliminary information and RFP. Use the preliminary information only for general familiarization with the project. Do not base any Proposal on preliminary information.

152.07 BIDDING REQUIREMENTS

Subsection 102.07 is rescinded and replaced with the following:

Submit Bid Price Proposals only using the Electronic Bid System (EBS) that generates the required Bid Price Proposal, SOI, DBE and SBE requirements, and indicates acknowledgement of addenda if applicable.

A. Distribution Procedures. The distribution procedures for electronic bid files will be outlined in the Procurement Documents.

B. Bidding Requirements. Ensure Bid Price Proposals submitted using the EBS format contain a Proposal guarantee, an EBS generated Proposal, SOI, and DBE and SBE requirements when applicable.

Written changes to the SOI, or a Firm's non-submission of every page from the AASHTOWare Project BidsTM EBS file, (including all SOI pages and all DBE and SBE pages), automatically renders the Bid Price Proposal non-responsive, and the Bid Price Proposal will not be read or considered.

Acknowledge addenda using the amended EBS project file to generate the Proposal, SOI and DBE and SBE requirements. It is the Firm's responsibility to ensure that they acquire and apply addenda files when applicable.

1. DBE Quotes. The Department has a quick and easy way for you to request quotes from Montana DBE-certified companies. The information goes to the DBE companies that same day. The on-line form is located at web site: https://app.mdt.mt.gov/dbeqt/.

Call the Department DBE Supportive Services, 1-800-883-5811, for further assistance. Using this online request form will be considered for good faith efforts, but it does not constitute meeting all requirements of good faith efforts.

C. Determination of Bid Responsiveness. Bid Price Proposals are opened at the designated time and inspected to determine if the following requirements are met.

1. **Schedule of Items.** Unit prices are provided for all required bid items. A complete and verifiable SOI is provided.
2. **Proposal Guarantee.** The bid bond is on the most current version of form MDT-CTP-102-07-1; is signed and sealed in the proper places; a copy of the agent's Power of Attorney for the insurance company is attached; and contains the correct and complete project number; all signatures are original (stamped signatures are unacceptable). A qualified third-party surety agency must verify the Proposal guarantee. Electronic bid bond verification must be submitted through AASHTOWare Project Bids and Bid ExpressTM. Contact Bid Express for more information on electronic bid bond verification.

   If an error occurs with electronic Proposal bond verification through AASHTOWare Project Bids and Bid Express, submit the Electronic Proposal Bond (form MDT-CTP-102-07-2) in Adobe PDF format via email to (mdteccs@mt.gov) prior to the Bid Price Proposal opening. Hard copy or paper Proposal bonds submitted to the Department will not be accepted. Bid Price Proposals that include submission of a proposal bond without electronic verification or Electronic Bid Bond (form CPB-102-07) will be deemed non-responsive.
3. **Addenda.** All addenda are acknowledged by using the correct electronic file.
4. **Proposal.** The Bid Price Proposal is signed and notarized in the designated places or in acceptable digital format; and all signatures are original (stamped signatures are unacceptable).

   A Bid Price Proposal is non-responsive if any of the above requirements are not met.

   For non-responsive Bid Price Proposals, only the Firms' name, and the reason for the non-responsiveness determination, will be announced at the Bid Price Proposal opening. The Department retains non-responsive Bid Price Proposals.

   Submission of a Bid Price Proposal is a statement by the Firm that sufficient time was available to adequately prepare a Proposal and conduct a complete investigation of the work site and all Contract documents.

D. Consideration of Bid Price Proposal. Section 153 requirements apply to consideration of the Bid Price Proposal.

152.08 REJECTION OF PROPOSALS

Subsection 102.08 is rescinded and replaced with the following:

The Commission reserves the right to reject Proposals, waive technicalities, or re-advertise for the project.

152.08.1 Rejection of Bid Price Proposals

A Bid Price Proposal is irregular and will be rejected as non-responsive for any of the following:

1. Failure to complete the bid bond form, or Bid Price Proposal, provided by the Department, by all specified persons, including notaries, in the correct blocks.
2. There are unauthorized additions, conditional or alternate bids, or irregularities that make the bid package incomplete, indefinite, or ambiguous.
3. The Bid Price Proposal for 2 or more projects advertised separately are connected or made contingent one upon the other so that the Bid Price Proposal for one project carries a provisional deduction in the Bid Price Proposal on one or more of the other projects.
4. Any unauthorized provisions are added reserving the right to accept or reject an award or to enter into a contract pursuant to an award.

5. More than one Bid Price Proposal for the same work from an individual, firm, corporation, partnership, or joint venture under the same or different name is submitted using the same format.
6. Evidence of collusion among Firms exists. Participants in collusion will not receive recognition as Firms, either singly or as a joint venture, for future Department work until reinstated as qualified Firms.
7. Firm fails to properly complete and sign by electronic signatures, on the most current Department-furnished Bid Price Proposal in the bid package and appropriate bid bond forms.
8. Failure to acknowledge receipt of electronic addenda by using the correct electronic files.
9. Failure to submit a complete SOI, or an unverifiable SOI.
10. The Firm does not complete/submit all required sections from the AASHTOWare Project BidsTM EBS file.
11. The unit prices contained in the Bid Price Proposal are mathematically and/or materially unbalanced.
12. Non-compliance with the DBE and SBE requirements.

152.08.2 Rejection of Technical Proposals

Technical Proposals will be rejected if found to be non-responsive by the TRC and Selection Committee if they are not in conformance with the requirements and instructions contained in the Procurement Documents.

Rejected Technical Proposals will not be eligible for the project stipend.

A Technical Proposal may be found to be irregular and rejected as non-responsive for reasons, including, but not limited to:

1. Failure to utilize or complete prescribed forms.
2. Conditional or contingent Technical Proposals.
3. Incomplete Technical Proposals.
4. Indefinite or ambiguous Technical Proposals.
5. Improper or undated signatures.
6. Evidence of collusion among Firms.
7. Lack of experience or expertise to perform the required work.
8. Submission of more than one Technical Proposal for the same work from an individual, firm, partnership, corporation, joint venture, or other legally recognized entity under the same or a different name (including Technical Proposals in which the same design engineer is identified in more than one Technical Proposal).
9. Failure to perform or meet financial obligations on previous contracts.
10. Employment of unauthorized aliens in violation of Section 274A (e) of the Immigration and Nationalization Act.
11. An individual, firm, partnership, corporation, joint venture, or other legally recognized entity being on the United States Controller General's List of Ineligible Design-Build Firms for Federally Financed or Assisted Projects.
12. Submittals not received on or before the submittal due date.
13. Any preliminary design submittal that varies from the requirements of the DCCP, under Subsection 153.01 as determined by the Department in its discretion.

The Department reserves the right to reject Proposals, waive technicalities, or readvertise for a project. The Department may waive minor irregularities in a Technical Proposal where such is merely a matter of form and not substance, and the correction or waiver of which is not prejudicial to other Firms. Minor irregularities are defined as those that will not have an adverse effect on the

Department's interest and will not affect the price of the Technical Proposal by giving a Firm an advantage or benefit not enjoyed by other Firms.

152.09 PROPOSAL GUARANTY

Subsection 102.09 applies.

152.10 DELIVERY AND PUBLIC OPENING OF PROPOSALS

Subsection 102.10 applies only to Bid Price Proposals.

The following applies to Technical Proposals:

Each short-listed Firm, as determined from the SOQ package, is requested to submit a Technical Proposal. Include sufficient information to enable the Department to evaluate the capability of the Firm to provide the desired services.

Submit one single electronic version (PDF format) of the Technical Proposal. Hard copy Technical Proposals will not be accepted. Submit the Technical Proposal by uploading to the State of Montana File Transfer Service site, which can be accessed at this link: https://transfer.mt.gov.

The proposing Firm must have an account set up to upload information. Uploading instructions can be accessed at: https://transfer.mt.gov/Home/Instructions.

When the Technical Proposal has been uploaded, the system will prompt the user for a delivery email. Upload and submit the Technical Proposal via email to (mdtalternativecontracting@mt.gov).

152.11 WITHDRAWAL OF PROPOSAL

Subsection 102.11 is rescinded and replaced with the following:

This section outlines the requirements for modifying and withdrawing Bid Price Proposals and Technical Proposals.

152.11.1 Withdrawal of Bid Price Proposals

Submit withdrawal requests to ECCS before the time set for opening Bid Price Proposals. A Firm may withdraw any Bid Price Proposal using EBS, in person, through an authorized agent, or by submitting the Withdrawal of Proposal form to ECCS via email to (mdteccs@mt.gov) before any Bid Price Proposal on that project is opened.

If a Firm discovers a material (factual, not judgmental) mistake in its Bid Price Proposal after the Bid Price Proposals have been opened, the Firm understands and agrees that it may either perform the Contract as originally bid or request permission from the Department to withdraw its Bid Price Proposal.

The request must be received by ECCS no later than 4:30 p.m. 2 business days after the day of the Bid Price Proposal opening (not counting the day of the opening). The notice must be by a notarized affidavit, under penalty of false swearing, signed by the Firm and accompanied by all worksheets used in the preparation of the Bid Price Proposal, requesting relief from forfeiture of the bid bond and the responsibilities of award. The affidavit must describe the specific error(s), how they were made and who made them, and must certify that the worksheets provided are those that were used in preparing the erroneous Bid Price Proposal.

The Department will review the request to determine if a mistake occurred, was material and factual, and whether the Bid Price Proposal should be allowed to be withdrawn. If the Department does not concur in the error or determines that the error has not been sufficiently proven, it may recommend awarding the Contract. If the Firm refuses to execute the awarded Contract as it was bid, the bid bond will be forfeited as stated under Section 18-1-204 MCA.

152.11.2 Withdrawal of Technical Proposals

Firms may modify or withdraw Technical Proposals at any time prior to the due date and time. Requests for modification or withdrawal of a submitted Technical Proposal will be in writing and will be signed in the same manner as the Technical Proposal. Firms that withdraw their Technical

Proposal and do not resubmit by the due date and time will not be eligible to receive a stipend payment.

Send Technical Proposal withdrawal requests to the ACS at mdtalternativecontracting@mt.gov.

152.12 DEBARMENT

Subsection 102.12 applies.

152.13 MATERIALS GUARANTY

Subsection 102.13 applies.

152.14 WAGE RATES – CONSTRUCTION TYPES

Subsection 102.14 applies.

152.15 VENUE

Subsection 102.15 applies.

152.16 CONSENT TO CONTRACT PROVISIONS

Subsection 102.16 applies.

152.17 PUBLIC WORKS CONTRACT

Subsection 102.17 applies.

152.18 PUBLIC RECORDS

Public agencies in Montana are required by Montana law at Mont. Code Ann. Title 2, Chapter 6, Part 10 to permit the public to examine documents that are kept or maintained by public agencies. All Firms submitting SOQs, Technical Proposals, Bid Price Proposals, and ATCs waive any claim for trade secret protection in the event of an open records request from another party and acknowledge the Firm's submittals are not subject to redaction based on trade secret protection.

152.18.1 Timing

All submittals become public information after the project has been awarded. Requests for a Firm's submittals must be made after award. Requests should be made through the Office of Public Information Requests at https://opir.mt.gov/records-request.

152.19 STIPEND

The unsuccessful short-listed Firms may receive partial compensation for the pursuit of contract if the Technical Proposal was determined to be responsive by the TRC, the Selection Committee, and the Transportation Commission. The stipend amount is determined by the ACS, approved by the Transportation Commission, and set forth in the RFQ.

The Department reserves the right to use any of the concepts or ideas presented in Technical Proposals of unsuccessful Firms.

After award of the Project, the Department will provide the successful Firm copies of the unsuccessful Firms' Technical Proposals to review any of the innovative options and cost-saving alternatives proposed by the other Firms.

Firms eligible for the stipend payment must submit an original Invoice for Payment of Agreed Stipend to the Department's ACS for processing within 30 calendar days after Contract award, or payment of the Stipend is waived.

152.20 COMMUNICATION

Commencing with the formal advertisement of the RFQ, and extending through the selection of the Best Value Firm, contact between the Firms and the Department (questions and responses to questions) will only be through the following methods:

1. The Pre-Proposal Meeting.
2. The Department's Q&A Forum.
3. ATC Meetings (when ATCs are allowed in accordance with the RFP).

Any contact outside of these methods determined to be improper, at the sole discretion of the Department, will result in a lower technical score, and potentially disqualification.

Questions are to be posted on the Q&A Forum.

The Q&A Forum will remain active until 7 calendar days prior to the Technical Proposal due date.

152.20.1 Pre-Proposal Meeting

Attendance at the virtual Pre-Proposal Meeting is mandatory and any short-listed Firm that fails to participate will be deemed non-responsive and be disqualified from further consideration. The purpose of this meeting is to provide a forum for all concerned parties to discuss the proposed project and answer questions related to the RFP. Submit questions to be discussed at the Pre-Proposal Meeting through the virtual meeting chat during the Pre-Proposal Meeting or to the Q&A Forum not later than one day prior to the meeting. Any questions at the Pre-Proposal Meeting not submitted through the virtual meeting chat will not be answered. Formal responses to all submitted questions will be posted on the Q&A Forum following the pre-proposal meeting. The Department will not provide meeting minutes for the Pre-Proposal Meeting.

No oral representations or discussions that take place at the pre-proposal meeting will modify Technical Proposal requirements. After the Pre-Proposal Meeting, all questions must be submitted to the Q&A Forum.

If the Department determines clarification of a Procurement Document is necessary, the Department will issue:

1. An addendum to the RFP; or

2. Questions, answers, and clarifications on the Q&A Forum.

During and after the meeting, it is the responsibility of the ACS to ensure each Firm develops their Technical Proposal and Bid Price Proposal with the same information. If the Department receives information relating to the project after the Q&A closes, the Department will ensure all Firms receive the same information in a timely manner.

152.20.2 Post-Proposal Clarifications, Communications, and Discussions

Contact between the Department and Firms is limited to clarifications, communications, and discussions allowed under 23 CFR 636.402. When the Department requests a Firm clarify its proposal, the Firm must provide an addendum to the Department. If the addendum is accepted by the Department, the addendum becomes a part of the Firm’s Technical Proposal.

152.21 SCHEDULE OF EVENTS

A schedule of events will be included in the Procurement Documents. The Department reserves the right to make changes or alterations to the schedule if the Department determines it is in the best interest of the public. Firms proposing will be notified in writing in advance of any changes or alterations to the schedule. Unless otherwise notified in writing by the Department, the dates indicated in the Schedule of Events for submission of items or for other actions on the part of a Firm proposing will constitute absolute deadlines for those activities.

152.22 DEPARTMENT COMMITTMENT

The Department will not make studies or designs for the preparation of any proposal, nor procure or contract for any articles or services related to any Project unless otherwise specified.

SECTION 153
AWARD AND EXECUTION OF CONTRACT

153.01 CONSIDERATION OF PROPOSALS

Subsection 103.01 is rescinded and replaced with the following:

The Department recommends award of DB Contracts based on a Weighted Criteria Design-Build Best Value calculation. The Best Value is based on a combination of the evaluation of the Firm's Technical Proposal score and Bid Price Proposal. The Technical Proposal and Bid Price Proposal weightings are provided in the RFP. The Firm with the highest total points is considered the Best Value Firm. The Best Value is calculated as follows:

Technical Proposal

$$\frac{Firm's\ Technical\ Proposal\ Score}{Total\ Points\ Available} \times weight\ = Technical\ Proposal\ Awarded\ Points$$

Bid Price Proposal

$$\frac{Lowest\ Responsive\ Total\ Price}{Firm's\ Total\ Price} \times weight\ = Cost\ Proposal\ Awarded\ Points$$

Best Value

$$Technical\ Proposal\ Awarded\ Points\ + Cost\ Proposal\ Awarded\ Points\ = Best\ Value\ Score$$

153.01.1 Technical Proposal Evaluation and Scoring Criteria

Technical Proposals will be evaluated and scored by the TRC prior to the opening of the Bid Price Proposals. The Selection Committee will review and approve the Technical Proposal score for each Firm.

Each voting member of the TRC will review and evaluate the Technical Proposals received as follows.

1. Each evaluation criterion is assigned a Scoring Weight.
2. Individual TRC members will provide a ranking for each criterion based on a 0 to 10 scale, with 10 scoring highest.
3. The Scoring Weight assigned for each criterion will be multiplied by the TRC member Ranking and added together providing a maximum possible Total Score of 10,000 points per member per Technical Proposal.
4. Technical Proposals will be evaluated based on the Scoring Guide attached to the RFP.

Any design submittals that are part of a Technical Proposal will be deemed preliminary only.

Preliminary design submittals may vary from the requirements of the DCCP. The Department, at its discretion, may elect to consider those variations in scoring the Technical Proposal rather than rejecting the entire Proposal. In no case will any such elections by the Department be considered a waiver of the RFP and DCCP requirements.

The Firm selected for the Project will be required to fully comply with the RFP and DCCP for the lump sum Bid Price Proposal submitted, regardless of whether the Technical Proposal may have been based on a variation from the RFP and DCCP.

153.01.2 Bid Price Proposal Evaluation

Bid Price Proposals will be evaluated based on the summation of the item total prices shown in the Schedule of Items.

If the Apparent Best Value Firm's Bid Price Proposal exceeds the Engineer's cost estimate for the project by more than 25% (unless otherwise provided), Bid Price Proposals will not be publicly read. Firms will be notified of any further requirements or actions by the Statewide Project Delivery Engineer.

153.02 AWARD OF CONTRACT

Subsection 103.02 is rescinded and replaced with the following:

The Department is not obligated to recommend award of the Contract, and the Selection Committee may decide to reject all proposals. Unless all proposals are rejected, the Selection Committee will provide a recommendation to the Transportation Commission. The Transportation Commission will determine whether to authorize the Department to enter into a contract with the Firm as recommended by the Selection Committee for the lump sum price proposed.

The Contract will be awarded by the Commission within 45 calendar days after the bid opening to the Best Value Firm whose Bid Price Proposal and Technical Proposal complies with all the requirements. The successful Firm will be notified in writing of the acceptance of the Proposal and the award of the Contract.

If the Contract is not awarded within 45 calendar days, all Proposals are void. The Commission can extend the 45-day period.

In the event 2 or more qualified Best Value scores are exactly equal, the Department will not read Bid Price Proposals and will utilize the best and final offer process outlined in the RFP.

153.03 ASSIGNMENT OF CLAIM

Subsection 103.03 applies.

153.04 CANCELLATION OF AWARD

Subsection 103.04 applies.

153.05 RELEASE OF PROPOSAL GUARANTY

Subsection 103.05 applies.

153.06 CONTRACT BOND

Subsection 103.06 applies.

153.07 EXECUTION AND APPROVAL OF CONTRACT

Subsection 103.07 applies.

153.08 FAILURE TO EXECUTE CONTRACT

Subsection 103.08 applies.

153.09 BID DOCUMENTS

Subsection 103.09 applies.

153.10 RESERVED

153.11 PROPOSED AGGREGATE SOURCES

Subsection 103.11 applies.

SECTION 154
SCOPE OF WORK

154.01 INTENT OF CONTRACT

Subsection 104.01 applies.

154.02 DIFFERING SITE CONDITIONS, SUSPENSION OF WORK, AND SIGNIFICANT CHANGES IN THE CHARACTER OF WORK

Subsection 104.02 applies except the following:

154.02.3 Significant Changes in the Character of Work

Subsection 104.02.3 is rescinded and replaced with the following:

The Project Manager reserves the right to make, in writing, at any time during the work, such alterations in the work as are necessary to satisfactorily complete the Project. Such alterations do not invalidate the Contract nor release the surety, and the Contractor agrees to perform the work as altered.

If the alterations change the character of the work under the Contract, whether such alterations are in themselves changes to the character of the work or by affecting other work cause such other work to become different in character, an adjustment, excluding anticipated profit on unperformed work, may be made to the Contract. The basis for the adjustment must be agreed upon before the work is performed. If a basis cannot be agreed upon, then an adjustment will be made either for or against the Contractor in such amount as the Project Manager may determine to be fair and equitable.

If the alterations do not change the character of the work to be performed under the contract, the altered work will be paid for as provided elsewhere in the Contract.

A change in character applies when the character of the work as altered differs materially in kind or nature from that involved or included in the original proposed construction.

154.03 EXTRA WORK

Subsection 104.03 applies in addition to the following:

If the Firm believes unanticipated extra work that was not included in the RFP and Technical Proposal is required to complete the project, the Department may authorize extra work by executing a change order in accordance with Subsections 109.04 and 104.02.4. Payment for extra work will be made in accordance with Subsection 109.04. Individual pay items are not available for the Firm's basis of payment and any costs for additional engineering services must be included in the change order. Items measured by quantity will be paid as per placed quantity at the negotiated and agreed upon change order price. Lump sum items will be paid in full when the work is complete.

Submit detailed supporting calculations in accordance with Subsection 109.04. Information on contract time can be found in Subsection 108.07. Include design personnel and estimated design hours using the Change Order Design Breakdown Sheet.

154.04 MISCELLANEOUS WORK

Subsection 104.04 applies.

154.05 MAINTENANCE OF WORK

Subsection 104.05 applies.

154.06 MATERIAL AND PROPERTY RIGHTS

Subsection 104.06 applies.

154.07 FINAL CLEANING UP

Subsection 104.07 applies.

154.08 VALUE ENGINEERING PROPOSALS

Subsection 104.08 applies.

154.09 CONSTRUCTION CHANGE DIRECTIVE

Subsection 104.09 applies.

SECTION 155
CONTROL OF WORK

155.01 AUTHORITY OF THE ENGINEER

Subsection 105.01 applies.

155.02 CONTRACTOR SUBMITTALS

Subsection 105.02 applies in addition to the following:

A. Post Bid Opening Submittals. The Firm will:

1. Complete the Contract Recipient form within 5 calendar days of the bid opening. The form can be found at: https://www.mdt.mt.gov/publications/forms/contract-recipients.aspx
2. Submit the pre-construction SOV with applicable design items to the Department for approval within 6 calendar days after the bid opening. No invoices will be submitted or paid prior to Department approval of the SOV.
3. Develop, maintain, and submit a schedule in accordance with Subsection 108.03.2. The initial schedule will be required 6 calendar days after NTP. The initial schedule of major milestones for design deliverables, construction phasing, and completion date must match the dates established in the Technical Proposal preliminary schedule.
4. Submit Warranty/Contractor Guarantee criteria, measurable standards, (e.g., project specifications, applicable codes, etc.) and remedial plans for approval within 6 calendar days after NTP.
5. Submit within 10 calendar days after NTP, a list of Component submittals with applicable consultant activities. The Department will review and approve the activity deliverables.

B. Schedule. Submit an updated schedule monthly with pay requests. Subsection 108.03.2 outlines the penalty for failure to submit an updated schedule with each monthly pay request.

Allow 14 calendar days (unless stated otherwise in the RFP) for Department review time for each Contractor Submittal.

The minimum number of activities and/or milestones in the baseline schedule will be those listed below:

1. Summary of the project schedule.
2. Award date.
3. Notice to Proceed date.
4. Public involvement (if necessary) *.
5. Design survey (if necessary) *.
6. Design submittals.
7. Design reviews by the Department, and applicable regulatory agencies.
8. Submit required shapefiles to the Department for DNRC (Sage Grouse review, if necessary) *.
9. Environmental permitting submittals and resource agency reviews (if necessary) *.
10. Utility coordination/relocations (if necessary) *.
11. Geotechnical investigation and report (if necessary) *.
12. Traffic control plans and setup schedules.
13. Construction mobilization.
14. Site demolition.
15. Site reconstruction.
16. Landscaping construction (if necessary) *.
17. Final completion.
18. Additional construction milestones and phasing as determined by the Firm.

Note (*): These submittals may be required as set forth in the RFP. If the submittals are not requirements of the RFP, the submittals may be required as determined necessary by the Firm.

C. Design Submittals. Design submittals may be for the entire Project or separated into Component plans packages. Each Component plans package will separately include all relevant design activity submittals and be signed and sealed by the EOR. Before construction activities can begin for a specific Component, signed and sealed design plans, and calculations supporting the design for that Component must be reviewed and determined by the Department to conform to the RFP, Technical Proposal, and the Specifications. Component submittals will be complete submittals along with all the supporting information and calculations necessary for review of a Contractor Submittal. The work proposed in the Component plans must represent logical work activities and show impacts on subsequent work activities on the Project. Any modification to the Component construction due to subsequent design changes as the result of design development is solely at the Firm's risk.

Prepare design plans in accordance with the RFP, the latest (at the RFP issue date) standards adopted by AASHTO and the Department's current Specifications, applicable manuals and guidelines, and all current state and federal laws and regulations. Prepare plans that are accurate, legible, complete in design, drawn to the appropriate scale indicated in the Department's manuals, and furnished in reproducible form.

The Firm is responsible for the professional quality, technical accuracy, and coordination of all surveys, designs, drawings, specifications, reports, and other services furnished by the Firm under the Contract. Correct all errors or deficiencies in the surveys, designs, drawings, specifications, reports, and other services furnished by the Firm.

Submit final documents and files that include complete CADD design and coordinate geometry files as described in the Department's Design Manuals. Obtain and utilize current Department releases of all CADD applications.

The Firm is responsible for scheduling coordination meetings, review meetings for milestone deliverables, and any other meetings deemed necessary by the Firm and/or Department for completion of the project.

Design notes and computation sheets will be fully titled, numbered, dated, indexed, and signed by the designer and the checker. At project completion, a final set of notes and computations supporting all design submittals will be submitted with the record set (As-Built) of plans.

Design notes and calculations will include, but not be limited to the following data:

1. Roadway design calculations.
2. Bridge design calculations.
3. Hydraulic design calculations.
4. Sign design calculations.
5. Documentation of decisions reached resulting from site visits, meetings, or telephone conversations.
6. Final quantities list.

D. Milestone Submittals

1. **90% Design Submittals.** Submit one of the following with each 90% Design Submittal:
   - **a.** Plans.
   - **b.** Special Provisions.
   - **c.** Calculations and documentation.
   - **d.** Hydraulic models (if applicable).
   - **e.** Construction Quality Control Plan.
   - **f.** Construction SOV.

g. Source of Supply Letter in accordance with Subsection 106.01.1.
h. Traffic control plans and construction staging plans.
i. MT-601 Materials List- items and quantities.
j. Draft environmental permit applications.
k. CQCP.
l. Additional submittals determined necessary by the Firm.
m. All other submittals required by the RFP.

For Component submittals subsequent to the first, submit an updated SOV with each Component in a separate worksheet.

2. **100% Design Submittals.** Submit one of the following with each 100% Design Submittal:
   a. Plans.
   b. Special Provisions.
   c. Calculations and documentation.
   d. Hydraulic models (if applicable).
   e. Final traffic control plans and construction staging plans.
   f. Updated MT-601 Materials List- items and quantities.
   g. Additional submittals determined necessary by the Firm.
   h. All other submittals required by the RFP.
3. **Release for Construction Design Submittals.** Submit one of the following with each RFC Design Submittal:
   a. RFC Plans.
   b. RFC Special Provisions.
   c. Right-of-Way Verification Statement.
   d. Utilities and Railroad Verification Statement
   e. Environmental Compliance Summary Statement.

   The RFC package must be signed, sealed, and dated by the EOR.

   After review by the Department, the plans will be stamped "Released for Construction" and initialed and dated by the Project Manager. Construction will not begin until the Project Manager returns the stamped RFC Plan Set.

E. As-Built Project or Component Plans. Within 90 calendar days of Conditional Final Acceptance, submit As-Built plans with red-lined corrections of all field changes to the final plans to the Project Manager. Component as-built plans may be submitted individually upon completion of each Component, or as a full project package. The Department's As-Built Field Correction Procedures can be found at:

https://www.mdt.mt.gov/other/webdata/external/ESDC/Library/AsBuiltRedlines.pdf.

The Firm is responsible for development of the As-Built plans, the special provisions, and all reference and support documents. An authorized member of the Firm signs and dates the As-Built Plans.

The Firm will furnish the Department, upon project completion, the following in electronic format:

1. As-Built Materials List in PDF format.
2. As-Built Plans in PDF format.
3. As-Built design CADD files.
4. Design calculations and construction survey information.
5. Utility Plans.

F. Materials list. Submit monthly updated materials and quantities to be used on the project following the MT-601 format. Use the latest (at the time of award) materials list template provided on the Alternative Contracting webpage. Submit the updated materials list along with the monthly pay estimate and with each 90% Design Submittal.

Failure to include a monthly materials list could result in monthly withholding in accordance with Subsection 105.09.

155.03 CONFORMITY WITH PLANS AND SPECIFICATIONS

Subsection 105.03 applies.

155.04 COORDINATION OF CONTRACT PROVISIONS

Subsection 105.04 is rescinded and replaced with the following:

All documents referred to in the RFP are an essential part of the Contract and a requirement occurring in one is binding as though occurring in all. The documents are complementary and describe and provide for a complete Contract. If a discrepancy exists, the governing ranking will be:

Dimensions	**Information**
1. Plan	1. Change Order
2. Calculated	2. Contract
3. Scaled	3. Q&A Forum
	4. Alternative Technical Concepts (when applicable)
	5. RFP
	6. Bridging Documents (when provided with RFP)
	7. RFC Special Provisions
	8. Table of Contractor Submittals
	9. RFC Plans
	10. Standard Specifications
	11. Technical Proposal
	12. Detailed Drawings
	13. Other referenced requirements

155.05 COOPERATION BY CONTRACTOR

Subsection 105.05 applies.

155.06 COOPERATION WITH UTILITIES

Subsection 105.06 applies.

155.07 COOPERATION BETWEEN CONTRACTORS

Subsection 105.07 applies.

155.08 CONSTRUCTION STAKES, LINES, AND GRADES

Subsection 105.08 applies.

155.09 AUTHORITY AND DUTIES OF PROJECT MANAGER

Subsection 105.09 applies.

155.10 AUTHORITY AND DUTIES OF INSPECTORS

Subsection 105.10 applies.

155.11 INSPECTION OF WORK

Subsection 105.11 applies in addition to the following:

Provide QC for all design and construction activities under the direction of the Quality Control Manager. The Firm is subject to the Department's QA in accordance with Subsection 105.03.2.

155.12 REMOVAL OF UNACCEPTABLE AND UNAUTHORIZED WORK

Subsection 105.12 applies.

155.15 COMPONENT INSPECTION

Subsection 105.15 applies.

155.16 CLAIMS FOR ADJUSTMENT AND DISPUTES

Subsection 105.16 applies.

155.17 PROJECT FINALIZATION

Subsection 105.17 applies.

SECTION 156
CONTROL OF MATERIAL

156.01 SOURCE OF SUPPLY AND QUALITY REQUIREMENTS

Subsection 106.01 applies.

156.02 LOCAL MATERIAL SOURCES

Subsection 106.02 applies.

156.03 CERTIFICATION OF COMPLIANCE

Subsection 106.03 applies.

156.04 PLANT INSPECTION

Subsection 106.04 applies.

156.05 FIELD LABORATORY

Subsection 106.05 applies.

156.06 QUALIFIED PRODUCTS LIST

Subsection 106.06 applies.

156.07 HANDLING AND STORAGE OF MATERIALS

Subsection 106.07 applies.

156.08 DEPARTMENT FURNISHED MATERIAL

Subsection 106.08 applies.

156.09 DOMESTIC MATERIALS

Subsection 106.09 applies.

156.09.1 Steel Price Adjustments

Subsection 106.09.1 is rescinded and replaced with the following:

Steel price adjustments are not allowed for lump sum projects.

156.10 MIX DESIGNS AND TESTING OF MATERIALS

Subsection 106.10 applies.

SECTION 157
LEGAL RELATIONS AND RESPONSIBLITIES TO THE PUBLIC

157.01 LAWS, RULES, AND REGULATIONS TO BE OBSERVED

Subsection 107.01 applies.

157.02 PERMITS, LICENSES, AND TAXES

Subsection 107.02 applies.

157.03 PATENTED DEVICES, MATERIALS AND PROCESSES

Subsection 107.03 applies.

157.04 RESTORING SURFACES OPENED BY PERMIT

Subsection 107.04 applies.

157.05 FEDERAL AID PARTICIPATION

Subsection 107.05 applies.

157.06 PUBLIC CONVENIENCE AND SAFETY

Subsection 107.06 applies.

157.07 RAILWAY-HIGHWAY PROVISIONS

Subsection 107.07 applies.

157.08 LOAD RESTRICTIONS

Subsection 107.08 applies.

157.10 PROTECTION AND RESTORATION OF PROPERTY AND LANDSCAPE

Subsection 107.10 applies.

157.13 INSURANCE REQUIREMENTS

Subsection 107.13 applies unless otherwise provided.

157.14 THIRD PARTY BENEFICIARY CLAUSE

Subsection 107.14 applies.

157.15 RESPONSIBILITY FOR DAMAGE CLAIMS

Subsection 107.15 applies.

157.16 OPENING SECTIONS OF PROJECT TO TRAFFIC

Subsection 107.16 applies.

157.17 CONTRACTOR'S RESPONSIBILITY FOR WORK

Subsection 107.17 applies.

157.18 CONTRACTOR'S RESPONSIBILITY FOR UTILITY PROPERTY AND SERVICES

Subsection 107.18 applies.

157.19 FURNISHING RIGHT OF WAY

Subsection 107.19 applies.

157.20 PERSONAL LIABILITY OF PUBLIC OFFICIALS

Subsection 107.20 applies.

157.21 NO WAIVER OF LEGAL RIGHTS

Subsection 107.21 applies.

157.22 PROTECTION OF ARCHEOLOGICAL AND HISTORICAL FINDINGS

Subsection 107.22 applies.

157.25 ACCESS TO CONTRACTOR'S RECORDS

Subsection 107.25 applies.

157.26 LIABILITY FOR CERCLA/CECRA CLAIMS

Subsection 107.26 applies.

157.27 DIESEL FUEL USED ON THE PROJECT

Subsection 107.27 applies.

SECTION 158
PROSECUTION AND PROGRESS

158.01 SUBCONTRACTING OR ASSIGNMENT OF CONTRACT

Subsection 108.01 applies.

158.02 NOTICE TO PROCEED

Subsection 108.02 is rescinded and replaced with the following:

Design work may not begin on the Project until all Subsection 103.07 requirements are met, and construction may not begin until the Department issues the RFC plan set to the Contractor.

158.03 PROSECUTION OF WORK

Subsection 108.03 applies; Subsection 108.03.1 paragraph 2 is rescinded.

158.04 LIMITATION OF OPERATIONS

Subsection 108.04 applies.

158.05 CHARACTER OF WORKERS

Subsection 108.05 applies.

158.06 METHODS AND EQUIPMENT

Subsection 108.06 applies.

158.07 CONTRACT TIME AND DETERMINATION OF COMPENSATION AND EXTENSION OF CONTRACT TIME FOR EXCUSABLE, NONCOMPENSABLE, AND COMPENSABLE DELAYS

Subsection 108.07 applies.

158.08 FAILURE TO COMPLETE ON TIME

Subsection 108.08 applies.

158.09 DEFAULT OF CONTRACTOR

Subsection 108.09 applies.

158.10 TERMINATION FOR PUBLIC CONVENIENCE

Subsection 108.10 applies with the following addition:

158.10.2- Payment

Subsection 108.10.2 applies except for the first paragraph which is rescinded and replaced with the following:

Payment will be prorated for the percentage of completed work for each item listed in the SOV.

SECTION 159
MEASUREMENT AND PAYMENT

159.01 MEASUREMENT OF QUANTITIES

Subsection 109.01 is rescinded and replaced with the following:

Method of Measurement for Design-Build Contracts is also governed by Subsection 151.01.

Work completed under the Contract will be measured using the United States Customary Units. The method of measurement and computations used in determining quantities of material furnished and work performed are those methods recognized as conforming to sound engineering practice.

A station, when used as a term of measurement, is 100 feet.

Longitudinal and transverse measurements for surface area computations will be made horizontally using the neat plan dimensions.

Structures are measured using neat lines shown on the plans or altered to fit field conditions.

Items that are measured by the foot, such as pipe culverts, guardrail, underdrains, and the like, are measured parallel to the structure base or foundation.

Computing excavation volumes will be by the average end area method or by alternate methods involving three-dimensional measurements (delta surface).

The term "gauge", when used for measuring plates, is the U.S. Standard Gauge. Galvanized sheets used in the manufacture of corrugated metal pipe, metal plate pipe culverts and arches, and metal cribbing are specified and measured as sheet thickness in inches.

When the term "gauge" refers to measuring wire, it is the U.S. Steel Wire Gauge.

The term "ton" is the short ton consisting of 2,000 pounds.

Lump sum payment is complete payment for the lump sum bid items described in the Contract.

When a complete structure or structural unit (i.e., lump sum work) is specified as the unit of measurement, the unit includes all necessary fittings and accessories.

When standard manufactured items are specified, such as fence, wire, plates, rolled shapes, pipe conduit, etc., and these items are identified by gauge, unit weight, section dimensions, etc., this identification is the nominal weight or dimension. Unless more stringently controlled by tolerances in cited specifications, manufacturing tolerances established by the industries involved will be accepted.

Other quantities are computed in the contract units using established engineering principles, without consideration of local rules or customs.

159.02 SCOPE OF PAYMENT

Subsection 109.02 is rescinded and replaced with the following:

Basis of Payment for Design-Build Contracts is also governed by Subsection 151.01.

The Department will enter into a Lump Sum Contract with the successful Firm. In accordance with Subsection 155.02, the Firm will provide an SOV to the Department for approval. The total of the SOV will be the lump sum contract amount. A template SOV can be found on the Alternative Contracting webpage at https://www.mdt.mt.gov/business/contracting/alternative.aspx.

The terms and conditions of the Contract are fixed price and fixed time. The Firm’s submitted Bid Price Proposal is to be a lump sum amount for completing the scope of work as defined by the Contract.

Receive and accept the specified compensation as full payment for furnishing all materials, performing all work under the Contract in a complete and acceptable manner and for all risk, loss, damage, or expense arising from the work, in accordance with Subsection 107.21.

The payment of any current or final estimate or of any unpaid contract funds does not prejudice or affect the Contractor's obligation to submit for final acceptance a completed improvement meeting the Contract requirements.

In accordance with Section 15-50-101 MCA, for Contracts exceeding $5,000, including approved modifications, the Department will withhold 1% of the dollar amount of all Contractor payments. All payments by a prime Contractor to a subcontractor are also subject to this 1% gross receipts fee. The Prime Contractor must withhold 1% of all payments made to subcontractors.

159.02.1 Pay Unit Rounding

All quantity calculations will be rounded for payment in accordance with Table 109-1.

159.02.2 Invoicing

Invoicing will be based on the percentage of completion of work items as listed in the SOV and the project schedule.

Submit a draft invoice by the 25th of each month. Upon receipt of a draft invoice, the Project Manager will coordinate with the Firm's Project Manager and make the decision whether work of sufficient quality and quantity has been accomplished by comparing the reported percent complete against actual work accomplished. Include with each monthly invoice a brief explanation of all items requested. After Project Manager concurrence, the invoice will be processed for payment.

The Department will not make payment on stockpiled materials until the complete SOV has been submitted and approved. Stockpiled materials will be paid in accordance with Subsection 109.07.

Include an updated project schedule and MT-601 Materials List – Items and Quantities with each monthly invoice.

159.03 COMPENSATION FOR ALTERED QUANTITIES

Subsection 109.03 is rescinded.

159.04 PAYMENT FOR EXTRA WORK

Subsection 109.04 applies.

159.05 DELETED OR TERMINATED WORK

Subsection 109.05 applies.

159.06 PARTIAL PAYMENTS

Subsection 109.06 applies.

159.07 STOCKPILED MATERIALS

Subsection 109.07 applies.

159.09 MOBILIZATION

Subsection 109.09 applies.

159.10 OVERPAYMENTS

Subsection 109.10 applies.

159.11 FUEL PRICE ADJUSTMENTS

Subsection 109.11 is rescinded and replaced with the following:

Fuel price adjustments are not allowed for lump sum projects.

159.12 TRAINING PROGRAM

Subsection 109.12 applies.

DIVISION 200 EARTHWORKS CONSTRUCTION

SECTION 201
CLEARING AND GRUBBING

201.01 DESCRIPTION

This work is the clearing, grubbing, removing, burning, burying, and disposing of vegetation and debris within the R/W limits and easement areas without damaging vegetation, adjacent property and other objects designated to remain in place.

Immediately stop work and notify the Project Manager if evidence of aboriginal activity or occupation is encountered.

201.01.1 Clearing

Clearing is felling trees, disposing of stumps, brush, windfalls, logs, limbs, sticks, piles of sawdust, rubbish, debris, vegetation, and other matter within the clearing limits or other areas that interfere with the excavation and embankment limits.

201.01.2 Grubbing

Grubbing is removing and disposing of roots, stumps, stubs, duff, matted roots, and debris from the grubbing limits.

201.01.3 Clearing and Grubbing

Perform clearing and grubbing in accordance with Subsections 201.01.1 and 201.01.2.

201.01.4 Disposal

Disposal is removing, burning, and burying material generated from clearing, grubbing, or clearing and grubbing operations meeting all local, state, and federal laws and regulations.

201.02 RESERVED

201.03 CONSTRUCTION REQUIREMENTS

201.03.1 General

Limit dragging, piling, disposing of debris, and other work to areas to be excavated or covered by embankment. Do not damage or destroy vegetation not designated to be removed.

Do not injure or damage vegetation adjacent to streams, ponds, or lakes unless designated for removal in the contract. Replace damaged or destroyed vegetation not to be disturbed at Contractor expense.

Coat cut or scarred surfaces of trees or shrubs to be preserved with an asphaltum base paint formulated for tree surgery.

Locate pioneer roads or work trails a minimum of 20 feet inside of the clearing limits. Protect live root systems adjacent to, but outside of, the clearing limits.

Close-cut and remove potential hazards, such as leaning trees (alive or dead), and snags within the R/W as directed by the Project Manager.

Coordinate clearing, grubbing, or clearing and grubbing with the grading work to meet the approved erosion control plan in Subsection 208.03.1. Backfill or grade depressions caused by grubbing to drain. Construct temporary settling basins where scour may occur.

Stake construction limits for cuts, fills, channel changes, ditches, fence lines, utility relocation, roadside development areas, selective thinning for sight distance, grubbing, and similar areas to establish clearing and grubbing limits in accordance with Subsection 105.08.

201.03.2 Clearing

Clear only within the staked construction limits.

Cut off trees, stumps, brush, shrubs, and other vegetation to within 6 inches of the ground. Fell trees without endangering traffic and injuring trees or objects not designated for removal.

Remove dead vegetation, logs, stumps, limbs, sticks, sawdust piles, rubbish, debris, and other undesirable matter from areas where live shrubbery, brush, or trees are to remain in place.

Merchantable timber is the property of the Contractor.

201.03.3 Grubbing

Grub only within the staked construction limits.

Remove all stumps, roots, logs, timber exceeding 3 inches in diameter, and all brush, matted roots, and other debris within the grubbing limits to at least 12 inches below the original ground surface.

Grubbing items that do not extend more than 6 inches above the ground line that are to be covered with at least 4 feet of subgrade or slope embankment may remain.

201.03.4 Clearing and Grubbing

Clear and grub in accordance with Subsections 201.03.2 and 201.03.3 requirements.

201.03.5 Disposal

Dispose of all brush, stumps, windfalls, slash, timber having no commercial value, and all other debris from clearing, grubbing, clearing, and grubbing, or other operations to meet all local, state, and federal requirements at Contractor expense.

Furnish the Project Manager a written statement detailing the disposal location of non-salvageable treated timber.

A. Burning. Burn materials meeting the State of Montana Open Burning Regulations administered by the Air Quality Bureau of the Montana Department of Health and Environmental Sciences, and all other applicable local, state, and federal rules and regulations. The general requirements of the Montana Open Burning Regulations regarding burning season and permits are described below.

1. **Permits.** Obtain an open burning permit from the Air Quality Bureau during the open burning season when burning more than 100 acres of forest residue per year.

   When burning near public lands during the fire season (May 1st through September 30th, or as extended), obtain a burning permit from the local, state, or federal fire protection agency having jurisdiction.

2. **Open Burning Season.** The open burning season for forestry slash is from March 1st through November 30th. Open burning is not allowed during December, January, or February. Burning from September 1st through November 30th, on a day-to-day basis, is subject to ventilation conditions available from the Air Quality Bureau, at 1-800-225-6779. Obtain the ventilation conditions daily before burning.
3. **Burning Methods and Instructions.** Burning by the air curtain destructor or forced air methods are encouraged.

   Obtain the Project Manager's approval for burning pits located within the R/W limits. Dispose of all pits, ashes, and debris meeting Subsection 201.03.5(B). Locate burning pits at least 100 feet from free-flowing water or areas where ditches are to be constructed. Locate pits and incinerators to prevent fire damage or hazard to surrounding vegetation or structures. Contact local fire protection agencies before the start of any burning.

   Provide 24-hour monitoring of all burning.

B. Disposal of Other Material. Obtain the Project Manager's approval to incorporate non-hazardous solid material into the work for constructive use.

Dispose of material not incorporated into the work at Contractor expense.

201.04 METHOD OF MEASUREMENT

See Subsection 151.01.1 for Design-Build Contracts.

Measurement for clearing, grubbing, or clearing and grubbing is by either of the following methods.

201.04.1 Lump Sum Basis

Clearing, grubbing, and clearing and grubbing are measured by the lump sum. Disposal of the material is not measured for payment.

201.04.2 Area Basis

Measurement is by the acre for the area actually cleared to the limits in the contract or as staked. Disposal is not measured for payment.

201.05 BASIS OF PAYMENT

See Subsection 151.01.1 for Design-Build Contracts.

Payment for the completed and accepted quantities is made under the following:

Pay Item	Pay Unit
Clearing	Lump Sum or Acre
Clearing and Grubbing	Lump Sum or Acre
Grubbing	Lump Sum or Acre

201.05.1 Lump Sum Basis

Payments will be prorated for the percentage of completed work for each item listed as a lump sum item in the contract.

201.05.2 Area Basis

No payment is made or allowed for any areas not actually cleared (PTW, paved surfaces, etc.).

201.05.4 Exclusion

When the contract does not contain a pay item for clearing, grubbing, or clearing and grubbing, the work is incidental to and included in payment for other items of work.

SECTION 202
REMOVAL OF STRUCTURES AND OBSTRUCTIONS

202.01 DESCRIPTION

Remove and dispose of all structures and obstructions not designated to remain or to be removed and disposed of under other items of the contract.

202.02 RESERVED

202.03 CONSTRUCTION REQUIREMENTS

A. General. Retain a Blasting Consultant as required in Subsection 204.03.1 when using explosives to remove structures or obstructions.

Raze, remove, and dispose of all buildings, foundations, structures, fences, debris, and other obstructions on the R/W, excluding utilities. Remove and transport specified salvage material designated to remain property of the Department, without damage, to the specified locations. Obtain the Project Manager's written permission to use any salvaged materials.

Dispose of unusable combustible material in accordance with Subsection 201.03.5(A). Dispose of unusable noncombustible material in accordance with Subsection 201.03.5(B). Backfill cavities caused by removing structures and obstructions level with the surrounding ground and compact the backfill in accordance with Subsection 203.03.3.

Install the necessary traffic control devices when removing and transporting structures to maintain traffic in the work area.

B. Structure Removal. Submit a written proposal that describes the proposed plan for removal and/or salvage of bridges. Do not begin removal or salvage operations prior to receiving approval. Include in the proposal a narrative of all operations, including all cutting and welding procedures, done in conjunction with the removal of the existing bridge. Include welder's certifications and descriptions of welding processes. Approval of the plan is contingent on the plan meeting the requirements of the contract and all permits.

202.03.1 Removal of Bridges and Major Drainage Structures

A. Removal of Superstructures. Repair or replace all damaged or destroyed members, pins, nuts, and plates from steel or timber structures designated to be salvaged at Contractor expense.

Match-mark all members to be salvaged with paint before dismantling. Similarly mark all pins, nuts, and plates to indicate their location in the structure. Paint all pins, pin holes, and machined surfaces with a zinc-rich paint, and wire all loose parts to adjacent members or pack in clearly marked boxes showing the contents and index-numbered for identification.

B. Removal of Substructures. Remove existing substructures and foundations located within the ordinary high-water mark to at least 3 feet below the existing thalweg (lowest channel bottom elevation) of the stream, or completely. Remove existing substructures and foundations located outside the ordinary high-water mark to at least to 3 feet below the finished grade or existing ground surface elevation, whichever is lower or according to plans. Shape and contour disturbed areas to blend with the surrounding terrain or as shown on plans.

Do not damage new work while removing existing structures.

C. Disposal of Materials Removed.

1. **Structural Steel.** Store salvaged structure members and all steel beams above the ground on skids at the designated sites.
2. **Concrete and Masonry.** Use concrete and masonry removed from old structures in backfills or approach embankments in accordance with Subsection 202.03.3. Dispose of concrete or masonry not placed in backfills or embankments at Contractor expense. Remove all contract related concrete rubble from streams.
3. **Timber and Other Materials.** Store all salvageable timber or other salvaged materials above ground on skids at the designated sites.

D. Disposal of Temporary Structures. Remove and dispose of all temporary structures in accordance with Subsection 202.03.1(C).

E. Removal and Salvage of Structure. Do not weld or use a cutting torch on any portion of existing bridge without an approved welding or cutting plan. Follow the requirements of Section 624 and perform no welding without the presence of the CWI. Notify the Project Manager at least 5 working days prior to welding/cutting operations for scheduling of the CWI.

Assume all costs for repairs of contractor caused damage to the structure, including inspection and testing. Inspection/testing costs include salaries, travel expenses and fees for professional services by whomever the State assigns or hires to perform those services.

Notify each party (as listed in contract as owner) at least 30 days prior to the anticipated date of structure removal. Keep each party informed about any changes to the removal dates. If the new owners have a transport available on site at the time of removal, set the truss and floor materials on the transport provided by the new owners. If the new owners do not provide a transport at the time of removal, set the truss and floor materials aside on site at a location as directed. If the new owners have not transported the structure off the project within 60 calendar days of removal, dispose of it unless otherwise directed by the Project Manager.

Any loss or damage, suffered by the new owner of a removed bridge or by a firm or entity that is to remove the bridge on behalf of the new owner, caused by the contractor's failure to fully comply with the provisions of this contract, will be solely the responsibility of the contractor and will be paid by the contactor, or will subject the contractor to action under its bond or insurance policy, at no expense to the State.

Dispose of all non-salvageable materials in accordance with approved methods and applicable rules, laws, and regulations for disposal of solid waste. At the conclusion of the project, clean up all affected areas to the satisfaction of the Project Manager.

202.03.2 Removal of Minor Drainage Structures

Remove minor drainage structures as specified in the contract. Replace lost or damaged salvaged material at Contractor expense.

202.03.3 Removal of Pavement, Concrete, and Masonry

Remove and dispose of all existing bituminous or concrete materials to be removed unless otherwise specified. If used for new roadway construction, process, handle and transport these materials for embankments; or crush, screen, mix and process for use as base, surfacing or traffic gravel as approved. Otherwise, dispose of them as solid waste in conformance with applicable laws, rules, regulations, and the Montana Solid Waste Management Act.

Existing materials used for base gravel or surfacing must meet the specifications for the particular item. Process bituminous material to be used as embankment to a maximum 6-inch size in its largest dimension. Process concrete material, to be used in the embankment, to a maximum 12-inch size in its largest dimension. Do not place the removed bituminous or concrete material in

ephemeral drainages or within 100 feet of standing water and groundwater wells. Bituminous materials used for embankment of the new roadway must be covered with plant mix surfacing or 12 inches of soil capable of supporting plant growth.

Include all costs of this work in the unit price for the applicable contract item.

202.04 METHOD OF MEASUREMENT

See Subsection 151.01.1 for Design-Build Contracts.

202.04.1 Remove Structures and Obstructions

Remove structures and obstructions is measured by the lump sum and includes the removal and disposal of all structures and obstructions encountered within the R/W.

202.05 BASIS OF PAYMENT

See Subsection 151.01.1 for Design-Build Contracts.

Payment for the completed and accepted quantities is made under the following:

Pay Item	**Pay Unit**
Remove Structures and Obstructions	Lump Sum

When the contract does not contain estimated quantities or lump sum items for removal and disposal of structures and obstructions, the work is incidental to and included in payment for other items of work.

SECTION 203
EXCAVATION AND EMBANKMENT

203.01 DESCRIPTION

This work is the excavation, placing, compacting and disposal of material encountered within the construction limits necessary to construct the project. This is also referred to as grading.

203.01.1 Excavation

A. Unclassified Excavation. Unclassified excavation is excavating and disposing, when required, of material from the R/W or construction easement areas except borrow excavation and muck excavation.

B. Borrow Excavation. Borrow for embankment construction is Contractor furnished excavation from outside the R/W or construction easement areas.

1. **Unclassified Borrow.** Use Department approved sources meeting current environmental and cultural resource preservation regulations. Material from a Department-optioned or Department-owned borrow source may be available at no cost. The applicable provisions of Subsections 102.06 and 106.02 apply to unclassified borrow.
2. **Special Borrow.** Special borrow-excavation and special borrow-neat line is the providing and placing of the specified quality of borrow material from designated sources or from other approved sources. The applicable provisions of Subsections 106.02 and 203.01.1(B)(1) apply to special borrow-excavation and special borrow-neat line.

C. Unclassified Channel Excavation. Unclassified channel excavation is excavating and disposing of all materials from new watercourses or channels and the widening, deepening, or relocation of existing channels.

D. Street Excavation. Street excavation is excavating and disposal of all material to the street template.

E. Muck Excavation. Muck excavation is removing and disposing of unsuitable material in cut sections or below the natural ground line in embankment sections. Material defined as muck must be deemed unsuitable and is unable to be excavated using the same equipment and methods as for unclassified excavation.

Material is considered unsuitable if:

1. It contains soil or organic matter unsuitable for foundation material, regardless of moisture content; or
2. It is too wet to be properly compacted and cannot be dried within a demonstrated reasonable timeframe prior to incorporating into work. Excessive moisture alone is not sufficient cause for determining unsuitable material.

Topsoil removed below the natural ground line in embankment sections is unsuitable material.

Excavated unsuitable material areas will be measured before they are backfilled.

Do not place fill over unsuitable or unstable foundation soils without the Project Manager's approval. Materials placed before approval may be ordered removed and replaced at Contractor expense.

F. Sub-excavation. Sub-excavation is removing unstable material from below the plan subgrade elevation as shown or directed.

G. Digout Excavation. Digout excavation is the removal of material at neat lines as shown in the contract or directed by the Project Manager.

203.01.2 Embankment

Place and compact excavation in roadway embankments, dikes, areas where unsuitable material is removed, holes, pits, and other roadway depressions. Prepare embankment foundations prior to placing embankment material.

203.02 RESERVED

203.03 CONSTRUCTION REQUIREMENTS

203.03.1 Excavation

A. General. Do not begin grading operations before the area is cleared of vegetation and obstructions in accordance with Sections 201 and 202. Ensure erosion controls are placed as specified in the contract.

Excavate without disturbing material and vegetation outside of the slope limits.

Use all suitable material removed from the excavation in embankments, subgrade, shoulders, top soiling, and other designated locations. Excavated material not used as specified or directed is not paid for.

Sequence excavation of backfill or road finishing material so it is placed into final position as soon as possible. Stockpile suitable material that is not immediately used.

Construct temporary fencing to restrict livestock and vehicular traffic from the work in accordance with Subsection 607.03.5.

Replace temporarily removed fence and repair damaged fence to a condition equal to the existing fence at Contractor expense. Confine livestock when fencing is disturbed.

If excavated material from the roadbed is used outside the embankments, furnish and place at Contractor expense, an equal quantity of borrow to replace the material.

Do not dispose of excess or unusable material within the R/W limits unless approved by the Project Manager.

Compact the top 8 inches of the subgrade in cut sections in accordance with Subsection 203.03.3.

B. Rock Blasting. Perform all blasting in accordance with Section 204.

C. Rock Excavated Below Grade. Excavate all un-yielding materials that require blasting or the use of rippers to at least 6 inches below subgrade within the roadbed limits. Backfill the excavation with specified or approved material. Remove or drain surface rock pockets that trap or pond water.

Rock, removed to a maximum depth of 6 inches below subgrade is measured and paid for as unclassified excavation. Rock removed or backfilling due to over excavating in excess of the 6 inches with approved backfill material is at Contractor expense.

D. Removing Excess Moisture. Rework materials from excavation or borrow areas exceeding 2% of optimum moisture to the specified optimum moisture before use in embankments or as backfill. Costs to remove excess moisture from the material are incidental to the embankment.

Remove excess moisture in the finished roadbed soil, introduced or caused by construction operations, for re-use in the work at Contractor expense. Excessively wet material, caused by the construction operations that cannot be properly compacted must be removed and replaced with suitable material at Contractor expense.

E. Borrow Material. Excluding special borrow, borrow material may be used only after the roadway excavation has been placed in the embankment. If excess borrow is placed creating a waste of excavation, the waste quantity will be deducted from the measured volume in the borrow area.

Notify the Project Manager 5 calendar days before excavating material from the borrow area so that the area may be surveyed. Do not excavate beyond the dimensions and elevations established for the borrow areas. Finish and shape all borrow areas to permit accurate measurements. Reclaim borrow areas meeting Subsection 106.02.5 requirements.

F. Roughen Slopes. Roughen slopes as directed.

G. Digout. In areas of digout, excavate the full road width to a depth as shown in the contract or as directed by the Project Manager. Excavate parallel to the finish grade, daylighting to the left and right slopes. Slope the ends of the digout no steeper than 4H:1V. Dispose of the excavated material to the satisfaction of the Project Manager.

Furnish replacement material for digouts in accordance with Subsection 701.12.

Provide stabilization geotextile that meets the requirements of Subsection 716.03 for Stabilization geotextile.

Place stabilization geotextile over the bottom and sides of the excavated digout area in conformance with Subsection 622.03. Extend the geotextile up the side walls of the excavation for the full height of the exposed subgrade soils.

Place the initial lift of special borrow over the geotextile in accordance with Subsection 622.03.2.

Repair any geotextile damaged during construction in accordance with the Manufacturer's recommendations or as directed by the Project Manager at Contractor expense.

H. Sub Excavation. Unless otherwise shown in the contract or directed by the Project Manager, in areas of sub excavation, excavate the full road width to a depth of 2 feet below the top of the subgrade soils or to a depth where the subgrade soils are firm and stable, whichever is shallower. Excavate parallel to the finish grade, day lighting to the left and right slopes. Slope the ends of the excavation no steeper than a 10H:1V. Dispose of the excavated material to the satisfaction of the Project Manager.

Furnish sub-ex replacement material in accordance with Subsection 701.12.

Provide stabilization geotextile that meets the requirements of Subsection 716.03.

Place stabilization geotextile over the bottom and sides of the sub excavated area in conformance with Subsection 622.03. Extend the geotextile up the side walls of the excavation for the full height of the exposed subgrade soils.

Place the initial lift of special borrow over the geotextile in accordance with Subsection 622.03.2.

Repair any geotextile damaged during construction in accordance with Subsection 622.03.2.

203.03.2 Embankment

A. General. Do not place stumps, trees, logs, rubbish, vegetation, muck, frozen material, pockets of rock, volcanic ash, or other deleterious materials in embankments.

Sod mixed with surface soil and soil containing excessive humus or other organic materials may be spread over the top of embankment slopes. Compact embankment, backfill, and embankment foundation areas in accordance with Subsection 203.03.3.

Leave the surface of completed embankments in a roughened condition.

Rework or remove and replace unstable or pumping material prior to placing additional lifts or materials. Reworking or replacing materials within constructed embankment is at Contractor expense.

B. Embankment at Structures. Do not place rocks, broken concrete, or other solid material in areas where piling is to be driven.

Do not place embankment against any backwall or abutment until the concrete has cured for 10 calendar days or has reached 70% of the required strength. Furnish a certified laboratory test report showing the field-cured cylinders meet the required strengths.

The Project Manager may approve early embankment work at backwalls or abutments with beams or girders in place, or that are cantilevered from a fixed footing or cap if the strength requirement is met.

Do not place embankment against un-supported backwalls or U-shaped abutments rigidly connected to the deck until the deck is placed and cured meeting the applicable requirements of Section 552.

The Contractor may submit a method of supporting the structure to permit early placement of embankment against the structure. If approved, all costs of the alternate method are at Contractor expense.

Place embankment in 8-inch maximum layers loose thickness and compact adjacent to structures, around columns and similar structural supports, and on both sides of concrete walls, box type structures, and similar structures. Extend embankment material placed above the excavation limits or ground line a minimum of 10 feet from the structure or structural support.

Restore, repair, or replace structures or structural members moved or distorted by placing and compacting embankment at Contractor expense.

Compact embankment inaccessible to rollers by mechanical tampers to the density specified in Subsection 203.03.3.

Before placing and compacting backfill, compact at least the top 8 inches of the existing ground in accordance with Subsection 203.03.3.

C. Preparation of Embankment Foundations. Bench all embankments placed and compacted on hillsides, against existing embankments, built one-half width at a time, or on slopes 6H:1V or steeper when measured at right angles to the roadway centerline. Construct benches in minimum 4-foot widths. Maintain the horizontal inclination within 5% of horizontal. Backfill and compact each bench in maximum 8-inch layers.

Excavate each bench as close to each other as the slope permits. Use approved material excavated from benches in the embankment.

In excavation to embankment transitions where the natural ground slope exceeds 6H:1V, construct the excavated benches so the natural ground surface is a minimum 12 inches from the top of the subgrade.

Remove frozen earth, snow and ice from the cut or embankment surface and place it outside the slope stakes. Provide the replacement borrow material at no cost to the Department.

Clear the full width of the subgrade of sod and vegetative matter. Scarify the top 8 inches of the embankment foundation and compact in accordance with Subsection 203.03.3.

If original lightly compacted soils are encountered that exceed 8 inches in depth, remove it to the depth directed. Compact the upper 8 inches of the ground in accordance with Subsection 203.03.3. Place the removed material in the embankment or use it for topsoil as directed. Material useable as topsoil may be placed alongside the roadway after compaction is completed.

D. Earth Embankment. Place earth roadway embankment in uniform horizontal layers not exceeding 8 inches loose measurement and compact in accordance with Subsection 203.03.3. Continuously level, work, and maintain moisture to compact to the specified density. Uniformly work the entire surface of each layer.

Work each layer of earth embankment that is not rock, gravel or sand using a tandem type construction disk with a maximum disk spacing of 14 inches and a minimum worn disk diameter of 25 inches. With the disk, work moisture into the soil, break clods of soil, disorient the soil particles, and penetrate the full depth of the layer being placed. Larger disks may be

used if the ratio of disk spacing to disk size is comparable to the above dimensions. Leave the embankment slopes in a roughened condition.

E. Rock Embankment. When the excavated material contains more than 25% rock by volume, 6 inches or larger in its greatest dimension, place the embankment in layers 2 inches thicker than the maximum size rock in the material not to exceed 24 inches loose thickness.

Individual rocks and boulders larger than 24 inches in diameter may be placed in the embankment if the rocks do not exceed 48 inches vertical height after placement, are evenly distributed, and are spaced to allow placing and compacting of the soil in between the rocks.

Place and compact the upper 2 feet of the embankment in maximum 8-inch layers loose thickness as specified in Subsection 203.03.2(D).

Dump and work rock from excavations to the stream face when the embankments are adjacent to streams or channels. Prevent the rock from entering the stream. This work is incidental to unclassified excavation.

F. Embankment Over Swampy Areas. On low, swampy ground incapable of supporting haul equipment, construct the lower part of the embankment by dumping successive loads of uniformly distributed material in layers thick enough to support the equipment. Place subsequent layers in accordance with Subsections 203.03.2(D) or (E) as directed.

G. Disposal of Unsuitable or Excess Material. If disposal of excess or unusable excavation within the R/W limits is approved by the Project Manager, slope and shape all disposal areas to blend into the surrounding terrain and meet the requirements of Subsections 106.02.5 and Section 208.

203.03.3 Moisture and Density Requirements

Compact each layer of material to the in-place density requirements of Table 203-1 for the method of moisture and density control used. The moisture and density control used is either by the Proctor method or the Zero Air Voids method, determined by the Project Manager.

If proctors are used for density control, the Contractor may make a written request to compact the soils at lower moisture content. Identify the soil class in the request. The Project Manager may approve the request provided a Department investigation determines the lower moisture content is not detrimental to the soil for the given application. For A-1 material in embankments, MT 218 and MT 230 tests will be used. For all other soil classes, MT 218 and MT 210 will be used.

Compact rock embankments that cannot be tested by Montana Test Methods MT 212 and MT 218 (Proctor Method) or MT 229 (Zero Air Voids Method) with compaction equipment and hauling and spreading equipment. Use grid rollers, pneumatic-tired rollers, vibrating rollers, vibrating compactors, or self-propelled tamping rollers. Do not use sheepsfoot rollers unless approved by the Project Manager. Use water as required.

TABLE 203-1
COMPACTION REQUIREMENTS

Compaction Control Method		
Material Compacted	**Proctor**	**Zero Air Voids**
	Test Methods: MT 210, MT 230, MT 212, MT 218	Test Method: MT 229
- Earth embankment including all backfills - Top 8 inches of subgrade in cut sections - Top 8 inches of embankment foundations - Culvert and backfill foundations	≥ 95% of max density at optimum moisture ± 2%	≤ 10% air-filled voids
Curb, gutter, and sidewalk subgrade	Either: ≥ 90% of MT 230 max density or ≥ 95% of MT 210 max density at optimum moisture +/- 2%	N/A

203.03.4 Sloping and Finishing

A. Sloping. Finish and shape all cut slopes, ditches, embankments, and structure berms to a uniform, rough textured surface. Scarify smooth slopes.

Conduct slope roughening in accordance with the contract and Detailed Drawings. Slope roughening is a part of slope construction and is not measured for payment.

Where roadway slopes are not completed to the planned or directed lines and the material from the backslope erodes, sloughs, or slides due to incomplete erosion control measures or the Contractor's operations, the removal of the material and restoration of the slope is at Contractor expense.

Where roadway slopes are completed to the plan or directed lines, all required erosion control devices are in place as specified, and the material from the completed slopes erode, slough, or slide onto the roadbed before acceptance of the work, through no fault of the Contractor, the removing of the slide material, potential slide material, and the drainage excavation is paid for in accordance with Subsection 109.04.

When directed, widen cuts, and flatten slopes to obtain additional excavation for embankments or to increase slope stability. The Project Manager may steepen stable rock slopes. This work is measured and paid for under the grading item unless it requires non-contract construction methods increasing costs that are considered extra work in accordance with Subsection 104.03.

B. Finishing. Finish the entire roadbed to the final elevations specified.

203.03.5 Maintenance of Constructed Roadway

Maintain the roadway during construction so it is continuously well drained.

Keep all drainage ditches and structures open and free from debris until the final inspection is approved.

If grading work is suspended, blade smooth and grade the entire roadway area to prevent water from collecting or ponding on the roadway. Maintain the roadway during suspension periods to the specified grade and cross section at Contractor expense.

Maintain erosion and siltation control devices meeting the contract requirements.

203.03.6 Topsoil - Salvaging and Placing

Remove enough topsoil from the excavation and embankment foundations to ensure replacement quantities are available to cover all disturbed areas to an average 4 inch loose depth of topsoil as shown in the Detailed Drawings.

Unless directed by the Project Manager, place topsoil on all slopes, excluding slopes 2H:1V or steeper. Uniformly spread the remaining topsoil over the rest of the disturbed areas. Finish the disturbed areas in accordance with Subsection 610.03.2.

Stockpile topsoil at acceptable selected locations within the R/W. When construction operations do not permit stockpiling within the R/W, arrange for stockpile sites outside the R/W at no additional cost to the Department.

Construct stockpiles so drainage is maintained, and topsoil is easily reclaimed. Provide erosion controls following best management practice. Limit individual stockpile lengths to 500 feet maximum. Place a break between stockpiles of at least 40 feet.

203.03.7 Limitation on Grading Operations

The maximum length allowed to be disturbed at one time within the project limits is 2.0 miles of clearing and grubbing and 2.0 miles of borrow, excavation and embankment.

The Project Manager may modify the restriction when soil characteristics, Contractor operations or both, indicate that a smaller or larger area is acceptable. For long or complex projects, the Contractor may have several separate grading operations working, where the Project Manager may apply the limit to each individual operation, provided finishing, mulching, and seeding closely follow the rough grading operations at each location. Use the specified pollution controls at each individual location.

203.04 METHOD OF MEASUREMENT

See Subsection 151.01.1 for Design-Build Contracts.

203.04.1 Excavation

The quantities of unclassified excavation, unclassified borrow excavation, special borrow-excavation, unclassified channel excavation, street excavation, sub-excavation, digout excavation, and muck excavation are measured for payment in cubic yard) as surveyed or calculated in accordance with Subsection 109.01.

The Department will provide the initial measurement at no charge for the following specific work areas:

1. In slide areas determined by the Department not to be the fault of the Contractor.
2. In excavated areas authorized by the Project Manager, outside the staked lines and grades; and
3. In un-staked areas such as borrow areas, muck excavations, sub-excavations, and un-staked excavations authorized by the Project Manager.

These areas of excavation and borrow are measured in their original position in accordance with Subsection 109.01. Disposal of excess or unusable excavation is not measured for payment.

The quantities of special borrow-neat line for payment are calculated in its final position in accordance with Subsection 109.01 with no allowance for shrink or swell.

Either the Department or the Contractor may request re-measurement of specific work areas, or the entire project, if there is disagreement over the accuracy of quantities computed from the staked lines and grades. The party requesting the re-measurement is responsible for all costs associated with the re-measurement. Department staff may perform the re-measurement, in which case, the cost for the Department's re-measurement is the Contractor's responsibility. An independent third party acceptable to the District Project Delivery Engineer, and under the direction of a professional

land surveyor registered in Montana, may also be used to perform the re-measurement, at Contractor expense.

Excavation is eligible for a second payment under the following conditions:

1. A second handling is required.
2. The excavated material meets all the contract requirements for the second usage.
3. The second payment item quantity is calculated in-place in its final disposition or computed from plan dimensions. Items that require a second field measurement, such as special borrow-excavation, are not eligible for a second payment.
4. The contractor makes up any shortfall in excavation, at no cost to the Department, caused by the second use. The material making up the shortfall is subject to approval by the Project Manager; and
5. The contractor is responsible for the haul, balance lengths, balance points or other foreseen or unforeseen project constraints. No payment will be made for any additional costs.

Authorized excavation of rock, shale, muck, or unstable material below grade necessary to provide the designed thickness of backfill is measured for payment. If the designated bottom plane of the excavation falls within a layer of rock, the below-grade excavation to the bottom of the layer, not exceeding 6 inches below grade, is considered authorized and is measured for payment.

Rock excavation exceeding 6 inches below grade is not measured for payment. If the nature of the material, the thickness of the layers or strata, and method of operations make it practical to excavate only to the plan depth, any material removed below plan depth is not measured.

Measurements are made for unusable materials excavated and removed.

Useable material temporarily removed and replaced for Contractor convenience is not measured for payment.

Removal and disposal of unusable materials from borrow areas is not measured for payment. Special borrow removed from areas before surveying is not measured for payment.

The actual quantities of plan and approved sub-excavation are measured and added to the quantities of unclassified excavation for payment.

Unstable material reworked in accordance with Subsection 203.03.1(D) is measured and paid for as unclassified excavation for the second handling.

When the contract does not contain a bid item for muck excavation and an area is determined to be muck in accordance with Subsection 203.01.1(E), the muck excavation quantity is measured and paid for in accordance with Subsection 109.04. Measurement and payment for muck excavation at the agreed price includes all excavating and hauling, disposing of all stumps, logs, and other debris encountered in the excavation, all pumping and de-watering required, and finishing of the planned disposal areas.

Unclassified excavation allowed for pre-split drill equipment clearance is calculated from the area bounded by the plan slope and lines parallel to plan slope, offset 2 feet for each 50-foot increment in vertical cut height. The quantity for drill equipment clearance where the cut slope height is less than 50 feet is not measured for payment.

Excavation used as select or stockpiled select material is measured by the cubic yard in its original position.

Removed and placed stockpile material is measured using the volume in its original excavated position.

Channel excavation is measured and paid for as unclassified channel excavation.

Street excavation is measured and paid for as unclassified excavation unless the contract has street excavation as a bid item. Disposal of material or other items within the limits of the street excavation are not measured for payment.

Geotextile is measured in accordance with Subsection 622.04. Accepted quantities of geotextile are paid for in accordance with Subsection 622.05.

203.04.2 Embankment in Place

The embankment quantities measured in cubic yards for payment as Embankment In Place include the following:

1. The actual quantities of roadway embankment measured, above the original ground line in accordance with Subsection 109.01, with no volume adjustments made for shrinkage, compaction, or subsidence.
2. The topsoil replacement quantity, measured in the topsoil stockpiles.
3. Excavation of unusable material and sub-excavation in the contract or directed by the Project Manager in its original position.

203.04.3 Compaction

Work and materials to compact embankment material and backfill to the specified density is not measured for payment.

203.04.4 Topsoil

Excavation of topsoil material from its original position, loading, hauling, stockpiling, and removal from the stockpile and spreading on the designated areas is measured for payment by the cubic yard in the stockpile before final placement.

Before measurement, shape and smooth each stockpile into the smallest practical area. Haul is not measured for payment.

Topsoil removed from cut areas is not deducted from the grading quantities.

Measurement is made as if the topsoil had not been removed.

Topsoil removed from embankment areas and from borrow areas, excluding Contractor-optioned in accordance with Section 106, is measured under the bid item Topsoil - Salvaging and Placing.

203.05 BASIS OF PAYMENT

See Subsection 151.01.1 for Design-Build Contracts.

Payment for the completed and accepted quantities is made under the following:

Pay Item	Pay Unit
Digout Excavation	Cubic Yard
Embankment in Place	Cubic Yard
Muck Excavation	Cubic Yard
Special Borrow	Cubic Yard
Street Excavation	Cubic Yard
Topsoil - Salvaging and Placement	Cubic Yard
Unclassified Borrow Excavation	Cubic Yard
Unclassified Channel Excavation	Cubic Yard
Unclassified Excavation	Cubic Yard

SECTION 204
BLASTING

204.01 DESCRIPTION

This work is using blasting techniques to form cut slopes, remove rock obstructions and other objects to construct highway roads, bridges, and facilities.

204.02 MATERIAL

Furnish non-plastic crushed granular material for stemming, meeting the following gradation requirements:

Sieve Size	Percent Passing
⅝"	100
No. 4	0 – 10

Provide a minimum of 35% of the material retained on the No. 4 sieve with at least one fractured face.

204.03 PRODUCTION BLASTING

Production blasting refers to the main fragmentation blasting resulting from more widely spaced production holes drilled throughout the main excavation area adjacent to the controlled blast line.

204.03.1 Blasting Professional

A. Blasting Consultant. Retain a recognized independent Blasting Consultant to assist in the blast design. Ensure the Blasting Consultant is an expert in the field of drilling and blasting and is not an employee of the Contractor, blaster, driller, other subcontractor, an explosives manufacturer, or explosives distributor. Review the Blasting Consultant's resume to ensure adequate experience in drilling and blasting. Submit the resume at the Pre-Construction Conference. The Blasting Consultant is professionally responsible when advising the Contractor on issues relating to blast safety, blast design, and public safety and convenience. The Contractor is responsible for all damage.

The Blasting Consultant is the responsible charge for the blast monitoring, pre-blast and post-blast surveys, ground vibration monitoring, and air overpressure monitoring. Have the Blasting Consultant review all blasting plans and submit comments regarding the adequacy of the blast plans to ensure conformance to these specifications and all other applicable Federal, State, and local regulations. The Blasting Consultant and the Blaster-in-Charge must coordinate their efforts to ensure these requirements are met. Forward the Blasting Consultant's comments, Master Blasting Plan, and all other ancillary plans required by the contract for review.

The Blasting Consultant has the authority to require modification of any of the proposed blasting plans to meet project requirements, environmental requirements, or satisfy safety concerns. Submit these modifications for review as required.

The Blasting Consultant must attend all blasting related meetings including the preconstruction meeting.

B. Prequalified Blasting Contractors. Use prequalified blasting contractors to complete the work required in the contract. A list of prequalified contractors is located at the following website: http://www.mdt.mt.gov/business/contracting/prequalified.shtml.

Contractors not currently pre-qualified by the Department to perform blasting work can obtain pre-qualification information from the CES Bureau, 2701 Prospect Ave., Helena, Montana. A complete Statement of Qualifications (SOQ) must be received a minimum of 14 calendar days prior to the bid opening as specified in the Invitation for Bids.

204.03.2 Use of Explosives

Explosives refer to any commercial explosive products, materials, blasting agents, primers, delays, initiators, etc., used in blasting operations.

Transport, store, handle, and load explosives and blasting agents following all laws and ordinances as well as the applicable requirements of Title 29, Title 30, and Title 49 of the Code of Federal Regulations and specifically the current Office of Surface Mining Reclamation and Enforcement (OSMRE) Blasting Guidance Manual when using, handling, loading, transporting, and storing explosives and blasting agents.

Use only explosives permitted by the State, local laws and ordinances, and all respective agencies having jurisdiction over them.

Use explosives without endangering life or property and be responsible for all resulting property damages, injury, or death.

Only use persons experienced in the handling of explosives and do not fire explosives until sounding a warning and removing all persons from the radius of danger.

Notify each property owner, Railway Company, and public utility Company having facilities near the blasting area of the intent to use explosives to enable them to take precautions to protect their property from injury. Be responsible for damage to property or injury to persons attributable to the use of explosives.

Do not use explosives and explosive products containing the chemical compound perchlorate (ClO_4).

204.03.3 Master Blasting and Safety Plan

Submit a Master Blasting and Safety Plan (form MDT-CON-204-03-3), along with any comments from the Blasting Consultant, for review or at any time the drilling and blasting methods, or explosive type or product are changed. Include full details of the drilling and blasting patterns and controls to be used for production blasting in the blasting plan.

A. Blasting Plan. Include the following information, at a minimum, in the blasting portion of the plan:

1. Shot Number.
2. Date and proposed time of shot.
3. Top and bottom elevations of the blast.
4. Seismograph locations, elevations, and distances between the blast and vibration monitoring points.
5. The station limits of the proposed blast(s) and the number of holes to be drilled and shot per blast.
6. The hole diameter, hole depths, and explosive load for each hole (number of cartridges of each type, stemming depth, decks, and primers, etc.).
7. Explosive type; diameter; length; weight; and brand name.
8. Proposed quantities of production and presplit/cushion blasting for each blast and the entire project.
9. Appropriately scaled plan diagram(s) showing blast hole locations, blast hole diameter, blast hole pattern, blast hole angle(s), free face, burden, spacing, lift height, sub drill depth(s), delay periods, delay pattern, and relative location of nearby structures and appurtenances. Base all plan diagrams on the project plan sheets, including topography.
10. Appropriately scaled cross section diagram(s) showing blast hole depths, blast hole angle(s), loading, stemming, sub drill (as applicable), etc. Base all cross-section views on the project plan sheets, including topography.
11. Total pounds of explosives and number of cartridges to be used.

12. Total volume of blasted material.

13. Powder Factor and maximum pounds of explosives per delay.

14. Detailed calculations for predicted peak particle velocities and predicted vibration frequencies for ground and pertinent adjacent structures to ensure compliance with required peak particle velocity and vibration limits.

15. The signatures of the Blaster-in-Charge and the Blasting Consultant.

16. A storage plan for explosives, including the type of magazine or explosive facility, (if applicable) or a declaration indicating the use of daily explosive deliveries for the duration of the project. Provide a copy of the notification letter sent to the Federal Bureau of Alcohol, Tobacco, Firearms, and Explosives (ATF), signed by the magazine owner, if daily delivery will not be utilized at any time during the contract.

17. A detailed plan with the methods describing fly rock or blast debris prevention.

18. Manufacturer's product data sheets or technical bulletins and MSDS information for all explosives to be employed.

19. Copies of the Blaster-in-Charge's current State of Montana Blasters License. The State of Montana requires blasters to have a current Montana Blasters License.

The Master Blasting Plan and required submittals will be reviewed and revised based on the results of the test blasts. After satisfactorily completing the test blast section(s) and incorporating all test blast results and Blasting Consultant's comments, submit the reviewed and revised blasting plan as the Master Blasting Plan.

Submit an individual production blast plan for all subsequent blasts. Include the items discussed above, in Subsection 204.03.3(A), items (1) through (15), in each blast plan. Submit the production blasting plans on the Report of Blasting (form MDT-CON-204-03-3A).

Do not begin full scale production blasting until the master blast plan has been submitted and reviewed for conformance to the Contract. Review of the blast plan(s) does not relieve the Contractor of responsibility for the accuracy, adequacy, and safety of the plan when implemented in the field.

B. Safety Plan. Include the following information, at a minimum, in the Safety portion of the plan:

1. The name and telephone number of the Blaster-in-Charge. The Blaster-in-Charge is responsible for directing the day-to-day drilling and blasting operations, for clearing the blast site before excavation of the blasted material may proceed, for clearing local traffic through the blast zone, and for all required report preparation including daily blast logs, daily explosives consumption reports, and loss reports. Submit sample copies of daily blast logs, daily explosives consumption reports, and loss reports.

2. A detailed access control plan with the methods proposed to clear the blast area and to control access to the blast site and other closure locations required by the contract by unauthorized personnel during drilling, loading, blasting, and scaling operations. This plan will be followed exclusively by all parties concerned.

3. A detailed plan with the methods proposed to notify local residents, and all project personnel involved with field operations within the blast area, of an impending blast. Include the method(s) of notification and the proposed timeline(s) in the plan.

4. A detailed plan with methods to document, assess, and control ground vibration and air overpressure as well as calculated scale distances to each structure or appurtenance within a minimum of 1,320 feet from the blast. Structures and appurtenances include, but are not limited to culverts, bridges, other drainage facilities, wells, gabion walls, bin walls, other retaining structures, utilities, buildings, residences, railroads, etc.

5. A detailed vibration and blast monitoring plan, including a current calibration certification of any seismographs to be used.
6. A detailed fire prevention and protection plan.
7. A detailed plan to identify all potential blast site electrical hazards including, but not limited to, a lightning detection and protection plan.
8. A detailed emergency plan outlining the procedures to be followed in the event of an injury, accident, or unanticipated road closure in excess of one hour. Details of this plan must contain provisions for emergency vehicle traffic and personnel including potential detour routes, length of emergency detour, and estimated time to traverse the emergency detour.
9. A detailed blasting day protocol to be followed by all parties concerned. Information in the blasting day protocol must include, but is not limited to:
    a. Notifications made to impacted local residents, all project personnel, local emergency response organizations, utilities, or other entities that may be impacted by the blast.
    b. A contact list and appropriate phone numbers of all parties impacted by or involved in the blasting. Post the contact list in the field office and submit list to the Project Manager.
10. A copy of a sign-up sheet documenting attendance of mandatory safety meetings by all project personnel involved with field operations within the blasting area.
11. A detailed scaling plan including the methods proposed and the entity responsible for conducting scaling operations on the project.
12. The signature of the Blaster-in-Charge and the Blasting Consultant.

Blasting and Safety Plan submittals must be complete. They may be submitted as 2 separate submittals, but each plan must be a complete document. The review time does not start until the complete package is received. Electronic documents (.pdf) are encouraged but may also be in the form of portable storage devices.

204.03.4 Blasting Test Section(s)

Prior to conducting full-scale blasting operations, demonstrate the adequacy of the proposed Master Blasting Plan by drilling, blasting, and excavating test sections 100 feet in length. Use the test sections to demonstrate which combination of methods, burden, spacing, other blast design parameters, and charge perform the best based on in-situ field conditions. When warranted by field conditions, test sections shorter than 100 feet may be required, as determined by the Project Manager.

Requirements for production blasting operations covered elsewhere in this specification also apply to the blasting operations carried out in conjunction with the test blasts.

Do not drill ahead of the test blast area until the test section has been excavated and the results are evaluated by the Project Manager. If the results of the test blast(s) are unsatisfactory, adopt revised methods as necessary to achieve the required results at no additional cost to the Department.

If methods of drilling and blasting do not produce a uniform slope and shear face or adequate fragmentation within the tolerances specified in the contract, drill, blast, and excavate in short sections, not exceeding 100 feet in length, until a technique is arrived at producing the desired results, with no additional cost to the Department.

Unsatisfactory blast results include but are not limited to fragmentation beyond the indicated lines and grade (over break), excessive oversize material, poor fragmentation, fly rock, excessive ground vibration, excessive air overpressure, or violation of other requirements within these specifications. All costs incurred in adopting revised blasting methods necessary to produce an acceptable test blast are the sole responsibility of the Contractor.

204.03.5 Safety

Comply with all State and Federal requirements for blasting safety, including the OSMRE Blasting Guidance Manual, which provides guidance on the use of explosives and certification of blasters.

A. General. Prior to each blast, conduct a safety meeting to discuss the safety requirements for blasting operations and the blast day protocol. Attendance for this meeting is mandatory for all project personnel that may be involved in field operations within the blasting and closure areas. Document attendance with a sign-up sheet and submit a copy of this sheet to the Project Manager. If there any changes to the safety requirements or blast day protocol, conduct another mandatory meeting and document attendance as required above.

1. Post required blasting signage prior to the start of the shift on the day of the blast. Signage must meet requirements of Section 618 and the traffic control plan.
2. Do not blast during hours of darkness (one-half hour before sunset to one-half hour after the following sunrise).
3. Do not load holes during hours of darkness (as defined above).
4. Do not load explosives prior to Department review of applicable blast plans.
5. Keep all personnel and equipment not involved in loading or blasting operations a minimum of 100 feet from the blast site during loading operations.
6. Keep all equipment and personnel a minimum of 1,000 feet from the blast site during blasting operations.
7. Remove and properly dispose of all explosives packaging material prior to each blast.

B. General. The blasting day protocol is to be followed exclusively by all parties concerned. Information in the blasting day protocol includes, but is not limited to, the information listed in Subsection 204.03.3(B)(9).

1. Convene the following personnel one hour prior to blasting to coordinate traffic control, required closures, and blast procedures: Blasting Consultant, Blaster-in-Charge, Traffic Control Contractor, Project Manager (or Representative), Contractors or Subcontractors Foreman, and other pertinent personnel.
2. Road closures due to blasting operations and clean-up may not exceed the requirements of the contract. Clean-up activities include, but are not limited to, scaling or clean-up of loose rock or blasting related debris for safety purposes.
3. If road closures due to blasting operations exceed the required time limit, the Project Manager will suspend all work not directly related to blasting activities in accordance with the following:
   - **a.** Closures up to 15 minutes beyond the allowed closure will result in a 2-day suspension of all work as defined above and time charged to the contract.
   - **b.** Closures of 15 to 30 minutes beyond the allowed closure will result in a 3-day suspension of all work as defined above and time charged to the contract.
   - **c.** Closures of greater than 30 minutes beyond the allowed closure will result in a 4-day suspension of all work as defined above and time charged to the contract.
   - **d.** The Project Manager will rescind the suspension of work after receipt of a written plan from the Contractor detailing the measures to be taken to ensure compliance with the required road closure times. No adjustment to contract time will be made for work suspensions resulting in excessive road closures.

C. Warnings and Signals. Provide a detailed explanation and description for the signals that will be used. The warning signals must be clearly audible for ½-mile from the blast site. The Blaster-in-Charge must demonstrate to the Project Manager that the method of warning meets this requirement.

1. Sound an initial warning signal 5 minutes prior to blast initiation to notify all in the area of the start of blasting within a 5-minute period. Sound a second warning signal one minute prior to blast initiation.
2. After the blast is over, the Blaster-in-Charge and the Blasting Consultant are required to observe the entire blast area for a minimum of 5 minutes to determine if all explosives have detonated and to guard against rock fall before commencing cleanup work and excavation.
3. The Blaster-in-Charge is responsible for clearing the site. If any holes have not detonated, the Blaster-in-Charge, with the assistance and advice of the Blasting Consultant, is required to address the misfire(s) and eliminate the hazard before other personnel enter the worksite. The blast site is off limits to unauthorized personnel during this time. The Contractor is responsible for all costs resulting from misfires. If a misfire occurs on a blast, notify the Project Manager. Submit a written report of existing conditions and remedial action taken within 24 hours.
4. Once the Blaster-in-Charge and the Blasting Consultant indicate the area is free from misfires, blast damage, overhangs, or other hazards, sound an all-clear signal to indicate to all personnel in the area that blasting operations are finished. Do not allow traffic to proceed until the all-clear signal is given.

204.03.6 Pre-Splitting Rock Slopes

A. General. Pre-split rock cuts to a smooth plane using loaded, timed, and spaced drill holes.

Produce a continuous or semi-continuous fracture between drill holes and a stable rock cut by eliminating over break in the back slope during primary blasting.

B. Drilling. Use drills equipped with mechanical devices that accurately determine the angle the drill steel enters the rock. Do not drill if the devices are missing or inoperative.

Perform grading, as necessary, to remove overburden soil and loose or decomposed rock along the top of the excavation to establish a uniform and stable platform for drilling activities.

Use pre-split hole diameters that are between 2½ and 3 inches. Drill pre-split holes within 3 inches of the staked collar location. Holes drilled outside the 3-inch tolerance will be rejected and not measured for payment. Drill hole intervals may vary between 24 and 36 inches. A 30-inch interval is used to estimate the quantity of pre-split drilling in the contract.

When the cut height exceeds 30 feet, and after completion of the top excavation lift, an offset from the staked slope line, not to exceed 2 feet is allowed at the top of each lift after the top lift. The actual slope cannot deviate from the plan slope by more than 1-foot.

Control the drilling operations to ensure that no hole deviates from the slope plane by more than 9 inches. This tolerance applies to deviations left or right of an apparent vertical projection of the hole when viewed from a right angle to the slope face or deviations into or out of the planned slope plane when viewed parallel to the slope face. Pre-split holes exceeding these limits will not be paid for.

Drilling 2 feet below ditch bottom to aid in removing the toe berm is permitted.

Extend pre-split holes a minimum of 30 feet beyond the limits of the production holes or to the end of the cut.

Maintain the length of pre-split holes for any individual lift at no more than 30 feet. The Project Manager may approve a written request to increase the hole length to a maximum of 60 feet if it is demonstrated that the above pre-split hole tolerances and a uniform slope can be maintained. If over 5% of the pre-split holes are misaligned in any one lift, reduce the lift heights until the 9-inch tolerance is met.

204.03.7 Blasting Operations

A. General. All blasting operations, including the transport, storage, handling, and loading of explosives, are the direct responsibility of the Blaster-in-Charge. Conduct all blasting operations in accordance with the contract and all applicable Federal, State, and local regulations.

Store all explosives in accordance with the submitted storage plan and all applicable Federal, State, and local regulations.

Provide each cap period from one lot number. Mixing of lot numbers for any one cap period is prohibited. Any blasting materials in excess of one year of age are prohibited.

If any explosives are determined to be of either excessive age or in a deteriorated condition, cease all blasting work until the explosives age or quality can be verified. Do not use explosives that do not meet the manufacturer's specifications. Remove and properly dispose of explosives, not meeting the manufacturer's specifications, at no cost to the Department.

Explosives missing date codes are prohibited and cannot be brought to the site. The Blasting Consultant is responsible for verifying that the above requirements are met.

The Project Manager has the authority to:

- Require the explosives to be tested by an independent organization to determine its performance compared to the manufacturer's product data sheet.
- Approve the independent testing organization prior to performing the tests.
- Reject any lot number if the explosives performance and/or composition deviates more than 10% in any manner from the manufacturer's product data sheet.

All costs for testing and replacement of the explosives are the Contractor's responsibility if the explosives' performance or composition deviates by more than 10%. The Department will pay the testing costs if the explosives meet the manufacturer's product data sheet.

B. Procedure. Drill production blast holes in accordance with the patterns shown on the submitted blasting plan(s). Drill the production blast holes within two blast-hole diameters of the staked collar location. Do not drill the production hole bottoms lower than the presplit hole bottoms. The maximum allowable diameter for production holes is 6 inches.

Locate and stake the blast holes. If more than 5% of the holes are drilled outside of this tolerance, fill the holes with crushed stone or approved material and re-drill the blast holes at the proper location.

Detonate production holes on a delay sequence toward a free face. Stem production holes a minimum of 3 feet or 0.7 times the burden distance, whichever is greater, with stemming meeting the requirements of this specification. Take all precautions necessary in the blasting operations to prevent blast damage to the final rock slope. Production blasting is incidental to and included in the measurement and payment for unclassified excavation.

Do not use bulk ammonium nitrate and fuel oil in the pre-split holes. Use only standard explosives manufactured specifically for pre-splitting.

Fit blast holes with a temporary plug to prevent overburden, drill cuttings, or other foreign material from falling into the hole after drilling. Verify that the drill holes are free of obstructions for their entire depth before placing charges. Take precautions to prevent material from entering the drill holes during loading operations.

Stem all presplit holes a minimum of 3 feet with stemming meeting the requirements of this specification. The Contractor may pre-split the slope face before production drilling or pre-split the slope face and production blast at the same time if the pre-split drill holes are fired simultaneously at least 100 milliseconds before the production blast. Do not delay pre-split holes more than 25 milliseconds, hole to hole, to reduce noise and ground vibration.

Prior to loading any blast holes, check and measure holes for conformance to the submitted blast plan. The Blasting Consultant is responsible for verifying the location and depth of these holes. If the blast holes are not drilled to the correct depth, are plugged, or are unable to be fully loaded, clean out or re-drill those holes not meeting the contract requirements or the submitted blast plan. The Blasting Consultant is responsible for verifying that all explosives and stemming are installed in accordance with the submitted blast plan. Notify the Project Manager of any variations or deviations from the submitted blast plan. Submit a detailed written report on the discrepancies observed and recommended remedial action as soon as possible.

204.03.8 Scaling

Scale slopes throughout the duration of the contract, and at such frequency as required, removing all loose rocks, overhangs, or other hazards. Scale during or upon completion of excavation in each lift. Do not allow drilling of the next lift until this work has been completed. Scaling must be performed to industry standards and contract requirements.

Perform additional stabilization or scaling, required as a result of the blasting, at no additional cost to the Department.

The Project Manager has the authority to prohibit or halt blasting operations if:

- The required slopes are not being obtained in a stable condition.
- The safety and convenience of the traveling public is being jeopardized; or
- Unsatisfactory blast results are being obtained as defined in Subsection 204.03.4.

All costs incurred in adopting revised blasting methods necessary to produce acceptable blasting results are the sole responsibility of the Contractor.

204.03.9 Records

A. Drilling Logs. Daily, and prior to loading any explosives, provide copies of the daily drilling logs to the Blasting Consultant, the Blaster-in-Charge, and the Project Manager. Include all of the following information, at a minimum, for each hole drilled:

1. Drill hole location within the blast pattern (i.e., row number and hole number).

2. Drill hole diameter.

3. Total depth of drill hole.

4. Drill hole angle.

5. Depth of overburden.

6. Depth to any changes in material hardness (e.g., clay seams, sand seams, soft rock, coal seams, etc.).

7. Depth and length of any voids encountered.

8. Depth to water if encountered.

9. Date drilled.

10. Driller’s name.

B. Blasting Logs. On a weekly basis, provide the daily logs of blasting operations. Include the numbers, times, dates, blasting locations, and patterns of all blasts in the logs for that week. Additionally, include all of the following information:

1. Any variations from the reviewed blasting plan.

2. Trade names and sizes of all explosives.

3. Explosives consumption and loss reports.

4. All ground vibration and air overpressure records.

5. Signature of Blaster-in-Charge.

204.03.10 Survey

A. Pre-Blast Condition Survey. Have the blast consultant arrange for a pre-blast survey of any nearby buildings, structures, utilities, or other appurtenances that may potentially be at risk from blasting damage. Use a survey method acceptable to the Contractor's insurance company. Submit copies of all pre-blast survey records for review before blasting operations begin. Notify occupants/owners of local buildings, structures, utilities, or other appurtenances a minimum of 48 hours prior to the start of blasting operations.

B. Post-Blast Condition Survey. If complaints of damage or annoyance are made, have the blast consultant arrange for a post-blast survey of any nearby buildings, structures, utilities, or other appurtenances affected by blasting. Use a survey method acceptable to the Contractor's insurance company. Be responsible for any damage as described in Subsections 107.15 and 204.03.2. Submit all post-blast survey records for review within 48 hours of completing the survey. Notify the Project Manager of any damage or annoyance claims from occupants/owners of local buildings, structures, utilities, or other appurtenances a within 24 hours of the complaint.

C. Vibration Control and Monitoring. Have the blast consultant establish a vibration control and monitoring program. Submit the vibration control and monitoring program for review or at any time the drilling and blasting methods are changed.

When blasting near buildings, structures, or utilities, or other appurtenances that may be subject to damage from blast induced ground vibrations; control the ground vibrations by using properly designed delay sequences and allowable charge weights per delay. Establish allowable charge weights per delay by carrying out test blasts and measuring vibration levels. Confirm that the test blasts, in accordance with Subsection 204.03.4 and modified as required, limit ground vibrations to below damage thresholds.

Monitor each blast using an approved seismograph(s) located, in accordance with the submitted Master Blasting Plan, between the blast area and the closest structure(s) subject to blast damage whenever vibration damage to adjacent structures is possible. Use a seismograph(s) capable of recording peak particle velocity for three mutually perpendicular components of vibration in the ranges typical for blasting operations. All seismographs employed for monitoring are required to be calibrated within the preceding 12 months. Submit current calibration certifications.

Do not allow peak particle velocity or frequency of each component to exceed the safe limits of the nearest structure subject to vibration damage. Have the Blasting Consultant interpret the seismograph records to ensure that the seismograph data is effectively utilized in the control of the blasting operations with respect to the existing structures.

Provide the data recorded for each blast prior to the next blast and include the following:

1. Identification of instrument used.
2. Name of qualified observer and interpreter.
3. Distance and direction of recording station from blast area.
4. Type of ground at recording station and material on which the instrument is sitting/placed.
5. Maximum peak particle velocity and frequency in each component.
6. A dated and signed copy of photographic records of seismograph readings.

Table 204-1 lists suggested conservative limits for maximum peak particle velocity and minimum frequency.

TABLE 204-1
SEISMOGRAPH TOLERANCES

Structure Type	Maximum Peak Particle Velocity, inches per second	Minimum Vibration Frequency, Hertz
Green concrete (less than 7 days)	1.00	18
All other structures; utilities; wells; springs; and aquifers	2.00	30

The Blasting Consultant has the authority to modify the above parameters to safely meet contract and environmental requirements.

Older deteriorated structures, utilities, or structures housing computers or other sensitive equipment may require lower peak particle velocity and different frequency limits than given in Table 204-1. Additionally, buried pipelines, fiber optic cables, or other appurtenances owned by private utility companies or structures owned by other entities may be subject to lower limiting values imposed by the owner. On critical projects where vibration and frequency control are important, have an experienced vibration specialist establish safe vibration limits.

In special cases, the Blasting Consultant may use the Blasting Level Chart (Figure 1, page 24, OSMRE Guidelines) to determine maximum allowable ground vibration. This figure provides alternative blasting level criteria based on blast vibration frequency and maximum allowable peak particle velocity.

The Blasting Consultant is responsible for all necessary materials and equipment utilized in the performance of this work, for providing a high-speed film or video record of each blast, to be available to perform evaluation, monitoring, and record keeping as described above and as directed by the Project Manager.

204.03.11 Noise and Debris Control

A. Air Overpressure and Noise Control. Have the Blasting Consultant install an air overpressure monitoring system, if appropriate, between the main blasting area and the nearest structure subject to blast damage or other detrimental effects. Ensure the equipment used to make the air overpressure measurements is the type specifically manufactured for that purpose. Hold peak overpressure below 0.05 psi at the nearest structure or other designated location. Use appropriate blast hole patterns, stemming, and detonation systems to prevent venting of blasts and to minimize air overpressure and noise levels produced by the blasting operations. Lower the overpressure limit if it proves too high based on damage or complaints. Immediately after each blast, furnish a permanent signed and dated record of the peak overpressure measurements.

B. Fly Rock Control. Where necessary, use approved blasting mats, soil, or other equally serviceable materials or containment methods to prevent fly rock and/or debris.

Permit violations, resulting from blasting operations, are the sole responsibility of the Contractor.

204.03.12 Controlled Blasting

Controlled blasting refers to the controlled use of explosives and blasting accessories in carefully spaced and aligned drill holes to produce a free surface or shear plane in the rock along the specified excavation back slope.

Controlled blasting techniques include presplitting and cushion (trim) blasting. All final slopes identified in the contract as pre-split slopes must be excavated with controlled blasting methods. Ripping is not allowed within 10 feet of the final slope face.

A. General. Meet all requirements of Subsection 204.03, as well as the following:

1. When presplitting, detonate the presplit line before detonating any production holes.

2. Cushion blasting is similar to presplitting, except detonation along the cut face is after the detonation of the production holes.
3. Unless otherwise approved by the Project Manager, begin tests using controlled blast holes spaced 2½ feet, adjusting, if necessary, to a maximum spacing of 3.0 feet, until the Project Manager approves the spacing to be used for a full-scale controlled blasting operation.

B. Controlled Blasting Methods

1. **Presplitting.** Perform all presplitting, including the blasting test sections, in accordance with Subsection 204.03.4.
2. **Cushion (Trim) Blasting.** Cushion blast, in lieu of presplitting, where the horizontal distance from the cut face to the existing rock face is less than 15 feet. The difference in delay time between the trim line and the nearest production row cannot be more than 75 milliseconds or less than 25 milliseconds.

204.04 METHOD OF MEASUREMENT

See Subsection 151.01.1 for Design-Build Contracts.

204.04.1 Drill Pre-Splitting Holes

A. Production Blasting. Production blasting is incidental to and included in the measurement for Unclassified Excavation in accordance with Section 203.

B. Controlled Blasting. Drill pre-splitting holes are measured by the linear foot of controlled blast hole. The measurement is made from hole collar to a depth of 2 feet below finished ditch grade. Holes with alignments not meeting the requirements of Subsection 204.03.3 are not measured for payment. Quantities shown in the contract are based on 2½-foot hole spacing. Actual quantities will depend on field conditions and results from test sections. The quantity of drill pre-splitting holes shown in the contract is not guaranteed, and the Department reserves the right to increase or decrease this item with no adjustment in the contract unit price.

204.04.2 Blasting Consultant

Blasting Consultant is measured by the lump sum.

204.05 BASIS OF PAYMENT

See Subsection 151.01.1 for Design-Build Contracts.

Payment for the completed and accepted quantities is made under the following:

Pay Item	Pay Unit
Blasting Consultant	Lump Sum
Drill Pre-Splitting Holes	Linear Foot

Equipment to perform vibration and air overpressure monitoring, pre-blast and post-blast surveying, film, videotape, and other expendable materials are incidental to Blasting Consultant work and are not paid separately. Payment for all costs associated with Blasting Consultant work is included in the lump sum bid price for Blasting Consultant.

204.05.1 Production Blasting

Payment for all costs associated with production blasting including materials, explosives, labor, tools, and equipment is included in the contract unit price per cubic yard of Unclassified Excavation.

204.05.2 Controlled Blasting

Payment for all costs associated with controlled blasting including materials, explosives, labor, tools, and equipment is included in the contract unit price per linear foot of drill pre-splitting holes.

SECTION 205
CROSSOVER CONSTRUCTION

205.01 DESCRIPTION

This work is the construction and maintenance of crossovers as specified in the Contract.

205.02 RESERVED

205.03 CONSTRUCTION

A. Crossover Construction. Construct crossovers and include necessary culverts at the locations shown on the plans. Furnish traffic control in accordance with Section 618.

Remove topsoil from the construction area in accordance with Subsection 203.03.6. Store the topsoil in a manner that does not pose a hazard or impede drainage.

Perform grading operations in accordance with Section 203.

Place the crushed aggregate course and plant mix surfacing to the limits and thicknesses specified in the contract. Perform work associated with crushed aggregate course placement in accordance with Section 301. Perform plant mix surfacing operations as specified elsewhere in the contract.

B. Crossover Maintain. Sign, stripe, and place traffic control devices necessary for crossover operation as specified in the contract.

Maintain crossovers in a manner that provides the traveling public with a safe and smooth riding surface. Failure to maintain crossovers in a manner that provide the traveling public a safe and smooth riding surface is cause for the Project Manager to suspend work until corrective actions are completed. All costs associated with delay in the suspension is the Contractor's responsibility.

C. Crossover Close. Furnish and install NCHRP 350 approved cable rail across the crossovers. Remove all temporary lane markings.

D. Crossover Remove. Remove and dispose of all embankment and surfacing materials from the median. Grade the median to match its original contours and restore the drainage path that existed prior to crossover construction.

Within 5 calendar days of completion of the crossover or the removal of the crossover, place salvaged topsoil on disturbed areas in accordance with Subsection 203.03.6. Do not overly compact the replaced soils. Reclaim the area in accordance with the Crossover Reclamation requirements.

E. Crossover Reclamation. Salvage topsoil and reclaim all disturbed areas that resulted from installing and/or removing crossovers.

Apply the following seed mixture:

TABLE 205-1
CROSSOVER RECLAMATION SEED

Seed Mix			Rate		
Scientific Name	**Common Name**	**Variety**	**PLS / ft².**	**% of Mix**	**Lbs. PLS Per Acre**
Elymus lanceolatus spp. lanceolatus	Thickspike wheatgrass	Critana	15	11	4.0
Elymus lanceolatus spp. riparium	Streambank wheatgrass	Sodar	15	11	4.0
Poa secunda (P. canbyi)	Canby bluegrass	Canbar	42	31	2.0
Sporobolus cryptandrus	Sand dropseed	VNS	64	47	0.5
		Total:	136	100	10.5

Drill seed within 14 calendar days after topsoil replacement, regardless of the time of year.

205.04 METHOD OF MEASUREMENT

See Subsection 151.01.1 for Design-Build Contracts.

205.04.1 Crossover, Construct, Maintain, and Close

Crossover, Construct, Maintain, and Close will be measured per each. Traffic Control Devices required for crossover construction, maintenance, and closure are incidental to the item and not measured for payment.

205.04.2 Crossover, Construct, Maintain, and Remove

Crossover, Construct, Maintain, and Remove will be measured per each. Traffic Control Devices required for crossover construction, maintenance, and removal are considered incidental to the item and not measured for payment.

205.04.3 Crossover reclamation

Crossover reclamation is measured per each crossover.

205.05 BASIS OF MEASUREMENT

See Subsection 151.01.1 for Design-Build Contracts.

Payment for the completed and accepted quantities is made under the following:

Pay Item	**Pay Unit**
Crossover, Construct, Maintain, and Close	Each
Crossover, Construct, Maintain, and Remove	Each
Crossover Maintain and Close	Each
Crossover Reclamation	Each
Ramp Crossover	Each

SECTION 206
DETOURS

206.01 DESCRIPTION

This work consists of constructing, maintaining, and removing a detour within the prescribed corridor and as specified in the contract.

206.02 RESERVED

206.03 CONSTRUCTION

206.03.1 General

Construct the detour to the lines and grades shown in the contract and cross sections. Provide surfacing materials and thicknesses as specified in the contract.

Remove and stockpile topsoil within areas of the detour that require excavation prior to detour grading operations. Complete detour grading operations in accordance with Section 203.

In wetland or riparian areas as shown in the contract, cut shrubs impacted by temporary detour construction flush with the ground, do not grub. Use geotextile, or other approved separation, between the natural ground and temporary detour fill to provide minimal disturbance to the existing ground.

206.03.2 Design

Construct the temporary detour within the R/W or permit area and to the lines and grades shown in the contract and cross sections or as approved by the Project Manager. Surface the detour as indicated in the contract.

The method required for conveyance of a waterway is not included in the Preconstruction authorizations and permits issued by resource and regulatory agencies. Prior to commencing any work on the detour, determine a preferred method of conveyance and submit this with the Contractor's temporary facilities joint application. The submittal will be forwarded to the appropriate resource and regulatory agencies for review and approval.

A. Culverts. If used, furnish culverts of the size and length shown in the contract. Provide adequate bulkheads at the approach fills to prevent fill materials from entering the waterway. Place culverts in accordance with Section 603.

B. Structures. If a bridge is chosen as means for conveyance of the waterway, provide a minimum waterway opening of sufficient size to accommodate the 2-year flood event, spanning the active channels with 1-foot minimum freeboard. Construct all temporary bents in a manner that the current remains un-deflected. Provide adequate bulkheads at the approach fills to prevent fill materials from entering the waterway.

Provide the detour bridge with a width greater than or equal to that of the existing bridge, with a design live load capacity of HL-93 loading, for LRFD designs, or AASHTO HS-20 (MS-18), for ASD and LFD designs. Provide a rail system with blunt end protection at all bridge ends. Ensure the approach rail system meets either NCHRP 350 or MASH crash test requirements in accordance with Table 206-1. Ensure the bridge rail can resist railing design forces as specified in the AASHTO LRFD (Table A13.2-1) for the design speed in accordance with Table 206-1.

TABLE 206-1
DETOUR BRIDGE DESIGN

Design Speed	Bridge Rail	Approach Rail Elements
≤ 30 mph	TL-1	TL-1
> 30 mph – 45 mph	TL-1	TL-2
> 45 mph	TL-2	TL-3

206.03.3 Submittals

A. Bridge. Submit the design and calculations of the working drawings for the proposed detour bridge stamped and signed by a professional engineer licensed to practice in the State of Montana. Show the following in the drawings:

1. Bridge length and width.
2. Location of all bents.
3. Clear water opening.
4. Bulkheads and method of construction.
5. Details of the bridge rail.

B. Culverts. When culverts are not shown in the contract, submit a copy of the design for the proposed pipe which must show the following:

1. Pipe size and length.
2. Location.
3. Minimum fill cover.

The Department has 20 business days to review the submittals. Approval of the detour is contingent upon meeting the requirements of this provision and those of the resource and regulatory agencies with jurisdictional authority.

206.03.4 Maintenance

Maintain the detour in accordance with Subsection 104.05 to provide the traveling public with a safe and smooth riding surface. Provide a satisfactory surface similar or better to that which existed on the PTW prior to beginning construction. Repair all damage to the detour and the PTW connections immediately and at no additional cost to the Department. This includes, but is not limited to, damage from washouts, chuckholes, soft spots, guardrail damage, or debris on the roadway. Failure to maintain the detour in a manner that provides the traveling public with a safe and smooth riding surface is cause for the Project Manager to stop work until corrective actions take place. All costs associated with the delay are the Contractor's responsibility.

206.03.5 Removal

Remove the detour only after the mainline work has been completed and approved by the Project Manager. Fill areas excavated for detour construction and incorporate the material removed from the detour into the mainline embankment. Grade the location impacted by the detour to approximately match its original contours. Place salvaged topsoil over the disturbed area and seed as specified in the contract.

206.04 METHOD OF MEASUREMENT

See Subsection 151.01.1 for Design-Build Contracts.

Detour - Construct, Maintain, and Remove will be measured as a lump sum quantity in accordance with Section 109. Materials, labor, and equipment needed to construct, maintain, and remove the detour are considered incidental to this item of work and will not be measured for payment. No additional measurements will be made for finish grade control or traffic control devices associated with detour construction. Traffic control devices used to maintain traffic after detour construction is complete will be measured under the traffic control bid item specified in the contract.

206.05 BASIS OF PAYMENT

See Subsection 151.01.1 for Design-Build Contracts.

Payment for the completed and accepted quantities is made under the following:

Pay Item	Pay Unit
Detour - Construct, Maintain, and Remove	Lump Sum

Include all materials, labor, and equipment needed to construct, maintain, and remove the detour in the lump sum bid for Detour - Construct, Maintain, and Remove. Traffic control devices required to construct the detour are considered incidental and will not be paid separately. Traffic control devices required for operation of the detour will be paid under the traffic control item specified in the contract.

SECTION 207
CULVERT EXCAVATION AND TRENCH EXCAVATION

207.01 DESCRIPTION

This work is the excavation for placing or removing drainage and other appurtenant structures. It includes foundation preparation, backfilling, disposal of excavation material, bailing, drainage, sheeting, shoring, cribbing and installation of safety measures needed to satisfy the requirements of Subsection 107.17. Excavation classes are described below.

207.01.1. Culvert Excavation

Culvert excavation is all work under Subsection 207.01, where vertical walls are not required, and the excavation width is not specified.

207.01.2. Trench Excavation

Trench excavation is the excavation for placing or removing storm drains, sanitary sewers, water lines, and other installations in the contract. Vertical trench walls, when required, must be shored, or supported to meet the U.S. Department of Labor, OSHA, Safety and Health Regulations for Construction. Trench widths are specified in Subsection 207.03.3.

207.02 RESERVED

207.03 CONSTRUCTION REQUIREMENTS

207.03.1 General

Excavate to permit removal, jointing, and backfilling of pipe.

Construct and maintain the excavations to prevent personal injuries, damage to foundations, structures, pole lines, or other facilities.

Pile and maintain all excavated material to meet OSHA requirements and with a minimum of inconvenience to the public. Do not obstruct fire hydrants, water valves, meters, and the free flow of storm water in gutters, other conduits, and natural water courses.

Do not excavate below the specified depth, except as permitted in Subsection 207.03.6.

Remove all obstructions in the excavation at Contractor expense.

Backfill excavated areas in accordance with Subsection 603.03.4. Do not place backfill against newly constructed masonry or concrete structures for at least 14 calendar days. Remove all sheeting and bracing before backfilling.

207.03.2 Culvert Excavation

When special foundation stabilization is specified, excavate the bedding trench walls vertically and excavate the trench width to provide room for the bedding material.

207.03.3 Trench Excavation

Keep trench lengths to a minimum in paved roadways, sidewalks, or other improved areas, in advance of the pipe laying and not to exceed 200 feet. Keep trench backfilling and compaction to within 300 feet of the installed pipe.

Cut the pavement full depth vertically along regular neat lines in paved roadways that require patching. Excavate the minimum trench width possible.

When vertical trench walls are specified, the maximum trench width is the external width of the pipe barrel plus 3 feet. When a special foundation is specified, excavate the bedding trench walls vertically and the trench width as specified.

Do not exceed the specified trench width without the Project Manager’s approval when vertical trench walls are specified.

Furnish any additional select backfill material and additional surface and subsurface improvements if the maximum trench width is exceeded at Contractor expense.

207.03.4 Excavation for Appurtenant Structures

Excavate for riprap, rubble masonry, retaining walls, cutoff walls, headwalls, manholes, drop inlets, catch basins, headgates, division boxes, and other structures appurtenant to culverts, sewers, drains, pipes, or tubing to meet the applicable requirements of Subsection 207.03.1.

207.03.5 Shoring

Provide and remove shoring or supports for excavation walls that protect the work, existing property, utilities, pavement, and other existing facilities. Provide safe working conditions meeting OSHA, local and state safety codes.

Repair damage caused from excavation support failure or from failure to provide support at Contractor expense.

207.03.6 Foundation Preparation

Compact foundations for culverts, sewers, drains, pipes, tubing, and appurtenant structures to the moisture and density requirements of Subsection 203.03.3.

Remove unstable or unsuitable material encountered below the excavation floor elevation and replace with material meeting Subsection 701.04.2. Cover with bedding material meeting Subsection 701.04.1 as directed. If approved by the Project Manager excavatable CLSM may be substituted as bedding material for concrete and steel pipes. A request to use excavatable CLSM for any other pipes or application must be submitted at least 5 business days prior to use. The Project Manager will investigate unstable pipe installations requiring 4 feet or more of foundation material.

Remove unyielding material below the staked elevation to at least 12 inches and replace with bedding material meeting Subsection 701.04.

Bed culverts larger than 12 inches as shown in the Detailed Drawings. Place bedding for 12-inch diameter and smaller culverts to uniformly support the culvert throughout its length. The bedding does not need to conform to the outside of the culvert.

Do not lay pipe until the foundations are approved by the Project Manager. Remove and relay pipe laid on unapproved foundations at Contractor expense.

207.04 METHOD OF MEASUREMENT

See Subsection 151.01.1 for Design-Build Contracts.

Culvert excavation, trench excavation and excavation for bedding and foundation material are not measured for payment.

207.05 BASIS OF PAYMENT

See Subsection 151.01.1 for Design-Build Contracts.

Payment for all costs associated with culvert and trench excavation, furnishing, and installing culverts is included in the contract unit price per foot of pipe (type and size).

When bedding or foundation material is specified in the contract, payment for all costs associated with excavation required to place bedding and foundation material is included in the contract unit price per cubic yard of bedding or foundation material.

Payment for safety measures required to protect open trenches is included in the contract unit price per foot of pipe (type and size).

SECTION 208
ENVIRONMENTAL PROTECTION

208.01 GENERAL

Comply with all state, local, tribal, and federal laws and regulations controlling pollution of the environment. Prevent pollution of aquatic resources from sediment, fuels, oils, bitumen, chemicals, solid waste, or other harmful materials. Prevent pollution of the atmosphere from particulate and gaseous matter.

Do not begin work in areas covered by the permits, authorizations, or notifications until all are received from the regulatory agency. Allow a minimum of 45 calendar days to receive required permits, authorizations, or notifications from the date of the submittal of a complete request, unless a different timeframe is specified by the regulatory agency. The Department is not responsible for delays caused by incomplete or inaccurate submittals by the Contractor.

Obtain and submit all required environmental permits, authorizations, and notifications necessary for activities relating to construction activities, including those secured for sites outside of the project limits before construction activities start in permitted area. Submit, within 7 calendar days of sending or receiving, all correspondence to or from regulatory agencies regarding potential noncompliance or violations.

Defend, indemnify, and hold harmless the Department from legal actions or fines resulting from violations of the rules, regulations, permits, authorizations, and notifications due to any Contractor act, omission, neglect, or misconduct.

208.02 MATERIALS

Use materials meeting contract requirements or approved by the Project Manager if permanent and temporary materials are not specified.

208.03 CONSTRUCTION

208.03.1 Water Pollution Control

A. General. Plan, install, inspect, and maintain temporary and permanent water pollution control (i.e., BMPs) to provide economical, effective, and continuous erosion and sediment control, prevent pollution during and after completion of construction activities, and preserve existing aquatic resources. Erosion and sediment control is required on all projects as necessary to minimize damage to the highway and adjacent properties and abate pollution of surface and ground water resources.

Contractor failure to provide erosion, sediment, and water pollution controls may cause the Department to provide the work and deduct those costs from monies due or to become due the Contractor or otherwise billed to the Contractor. The Department may also stop the work or withhold any payments due until acceptable corrective action is taken.

B. Spill Prevention and Waste Disposal. Prevent chemicals, fuels, lubricants, bitumen, raw sewage, and other wastes from entering aquatic resources. Dispose of all waste, refuse, and discarded materials in accordance with approved methods and applicable rules, laws, and regulations for disposal of solid waste.

C. Protection of Storm Water Drainage Systems. Protect regulated Small Municipal Separate Storm Sewer Systems (MS4). Contact the local authorities to determine if additional requirements are in place for construction storm water discharges that would affect the project.

1. Obtain any additional permits, licenses, or permissions required as a result of the local MS4 permit and the applicable Storm Water Management Program.

2. Implement appropriate BMPs to protect existing storm drain inlets, gutter systems, storm sewer, and/or open ditch systems within and adjacent to the project from discharge of contaminants, such as sediment or construction debris.
3. Do not discharge any construction related waters not composed entirely of storm water. Do not discharge wash water, water used for dust suppression, cooling, or curing waters, saw cutting waters, or any other non-storm waters to the MS4.
4. Contact the Project Manager who will coordinate with the Department's DEES if further clarification is required prior to or during construction.

D. Erosion and Sediment Control Measures. Control erosion, sediment, and water pollution during all work and work suspensions. Design, install, and maintain erosion and sediment controls to control stormwater discharges, including both peak flow rates and total stormwater volume, to minimize erosion at outlets and to minimize downstream channel and stream bank erosion.

1. **Temporary Control Measures.** Install BMPs prior to, or concurrently with, soil disturbance activities. When BMP installation is concurrent with the soil disturbance activity, limit the work to an area that can be protected by BMPs no later than the same day the work is performed. Failure to install BMPs within the same day will result in suspension of all work relating to those BMPs.

   Maintain all temporary erosion control, sediment control, and other pollution control measures until it is no longer needed or conflicts with the work. If devices that conflict with the work are removed, replace these devices no later than the end of each shift.

   Re-grade work sites to match the surrounding terrain after the devices are removed.

   Repair or replace damaged, inadequate, non-functioning, or non-conforming devices. Initiate work to fix the problem immediately after discovering the problem. Unless specified differently in permits or authorizations, complete this work as soon as practicable, but no later than 7 calendar days after discovering any deficiencies.

   Temporary pollution control measures required due to the Contractor's negligence, carelessness, failure to maintain, or failure to install designed permanent controls in place of temporary controls are at Contractor expense.

2. **Permanent Control Measures.** Install permanent pollution controls concurrently or immediately following work that disturbs natural ground.

E. Inspections. Conduct inspections as specified in the permit. When no permit is required, conduct inspections to evaluate performance and maintenance needs of water pollution controls in accordance with the following schedule unless specified differently in permits or authorizations:

- At least once per month, per site, and
- Within 24 hours of a storm event of 0.25 inches or greater.

Use the Department's most current SWPPP Inspection Report when no permit is required. Use the Department's form or another agency's form that conforms to permit requirements when a permit is required. Submit 1 copy of the signed inspection report.

Failure to conduct inspections and submit inspection reports renders the BMPs unacceptable.

Immediately report potential noncompliance in accordance with applicable regulations, guidance, and permit conditions. The Contractor is wholly responsible for all violations including but not limited to those that result during the times when the required monitoring is not conducted, inspection report forms are not submitted, BMPs are ineffective, and required maintenance or monitoring of BMPs is not performed.

BMPs will be inspected during construction and during the final inspection to ensure they are installed, maintained, and functioning as required by the contract and permits. BMPs will

be inspected as part of the final walk-through to ensure they are adequate, maintained, and functioning properly.

F. Erosion Control Plan. MPDES permits are issued by the DEQ for discharges within the state of Montana not including Indian Countries. NPDES permits are issued by the EPA for discharges inside the boundaries of Indian Countries. Some Tribal governments also have NPDES review authority and/or separate permitting authority.

For projects requiring MPDES and/or NPDES General Permit coverage, submit one NOI package and the associated fees for ground disturbance areas within the project limits to the appropriate permitting agency. Use Department furnished blank erosion control plans to complete the SWPPP as required by the General Permit. Submit a copy of the NOI package submitted and confirmation for receipt of a complete NOI package from the permitting agency prior to conducting any ground disturbance activities.

Be responsible for erosion, sediment, and water pollution control for Contractor furnished material sources, staging areas, plant sites, or any other Contractor caused ground disturbance outside the project limits. Submit a separate NOI package and the associated fees to the permitting agency for ground disturbance areas outside the project limits. Contractor furnished material sources, staging areas, plant sites, or any other Contractor caused ground disturbance outside the project limits, are the Contractor's responsibility and must be submitted under a separate NOI package from the ground disturbance within the project limits. Although these areas are permitted separately, the areas of disturbance are considered cumulative with the project disturbance area when determining the requirement for permit coverage.

Comply with the conditions of the permit. Revise and/or update the SWPPP to reflect current conditions, pollution prevention measures, and install BMPs in accordance with permit requirements. Submit all changes to the Project Manager.

Do not transfer or terminate the General Permit coverage until the BMPs are inspected and accepted and all records required under the permit, including inspection, and monitoring reports, are submitted to the Project Manager. The Department may require that certain non-biodegradable BMPs be removed and/or replaced by another type of natural fiber, 100% biodegradable BMP as a condition of permit transfer.

When submitting the MPDES General Permit transfer package/application to the Department, provide verification that all fees have been paid and the permit is ready for transfer in DEQ FACTS (Fees, Applications, and Compliance Tracking System).

208.03.2 Aquatic Resource Protection

A. General. Unless permitted or authorized, avoid all equipment traffic, fill material, staging activities, and other disturbances to all aquatic resources. When working above aquatic resources, employ positive means to prevent all material from entering aquatic resources below.

Conduct construction, staging and paving operations in a manner to prevent materials from entering areas adjacent to aquatic resources or in area immediately adjacent to the roadway susceptible of sediment transport.

Any impacts to these areas and associated consequences, without the proper permitting, are the responsibility of the Contractor. The Contractor must secure the appropriate permits or authorizations prior to working in these areas. If complete avoidance of these areas is not possible, contact the Project Manager who will coordinate the permitting effort with the DEES or the District Biologist.

Unless authorized with approved permits and authorizations, meet the following requirements:

1. Do not operate mechanized equipment in regulated aquatic resource, unless authorized in accordance with Subsection 208.03.2(B).
2. Isolate work zones from flowing and standing waters during construction, unless authorized in accordance with Subsection 208.03.2(B).
3. Do not spill or dump material from equipment into regulated aquatic resources.
4. Do not discharge wastewater from washout of concrete related equipment, concrete finishing, saw cutting, wet concrete, hydraulic demolition, etc. into any regulated aquatic resource.
5. Do not place fill or other materials in regulated aquatic resource unless included in the contract and authorized in accordance with Subsection 208.03.2(B).
6. Locate staging or storage areas at least 50 feet horizontally from aquatic resource, top of stream bank, or the highest anticipated water level during the construction period, whichever is furthest from the resource.
7. Store and handle petroleum products, chemicals, cement, and other deleterious materials to prevent their entering regulated aquatic resources.
8. Provide sediment and erosion controls for topsoil stockpiles, staging areas, access roads, channel changes, and instream excavations.
9. Shape and contour streambeds and stream banks to their pre-disturbed condition to match adjacent undisturbed ground, unless included in the contract.
10. Clean, maintain, and operate equipment so that petroleum-based products do not leak or spill into any regulated aquatic resource.

B. Temporary Facilities and Construction Activities. Obtain required permits and authorizations for the installation, maintenance, operation, and removal of temporary facilities such as work bridges, work pads, cofferdams, temporary detours, diversions, etc. Department obtained permits and authorizations do not typically include removal and disposal of existing structures, access to and from authorized locations, sequencing, and construction methodology to construct authorized features, impacts to areas outside of the planned construction footprint, and other items potentially affecting an aquatic resource. Submit Temporary Facility and Construction Activity permit applications for COE 404 and SPA 124 Notifications in accordance with Subsection 208.03.3.

Plan temporary construction facilities to:

1. Minimize disturbance to regulated aquatic resources.
2. Not restrict or impede fish passage in streams.
3. Not restrict water flow anticipated during use; and
4. Remove temporary facilities as soon as practicable once they are no longer needed.

Complete application forms in accordance with the permitting agency requirements. Plans included as part of the application forms must at a minimum contain the following information:

1. Details depicting regulated aquatic resource features before installation of temporary construction facilities and after removal.
2. Location of facilities relative to permanent work and regulated aquatic resources.
3. Plan and elevation views of facilities showing regulated aquatic resources.
4. Anticipated high water elevation during use of the facilities.
5. Waterway openings and clearances.
6. Type of bridge bent, pier, and superstructure construction (wood, steel, concrete, etc.).
7. Quantity and type of material proposed for use.
8. Written description for installing, operating, maintaining, and removing facilities including proposed construction techniques, containment plans, equipment, stockpile

and storage areas, temporary erosion and sediment control measures, site re-vegetation/restoration and weed control plans.

9. Estimated time the temporary facilities are to be in place; and

10. A plan for and written description of existing structure removal, if applicable, as described in Subsection 208.03.2(C).

Shape and contour areas disturbed by the installation or removal of temporary construction facilities to match adjacent undisturbed ground upon removal of the facilities.

Submit the plans and application packages, subsequent modifications, or revisions. The Department will review each submittal of the plans and application packages, subsequent modifications, or revisions, and either request additional information or revisions or submit to applicable resource and regulatory agencies within 21 calendar days. Resource and regulatory agency review time does not begin until the Department submits the application to the applicable agencies. Do not begin work on temporary construction facilities or modifications to approved plans until receiving written notification from the Project Manager that all the required approvals from the regulatory and resource agencies have been obtained and distributed. The Department will distribute COE 404 and SPA 124 approvals within 5 business days of receipt of all required approvals.

C. Existing Bridge and Structure Removal. Provide the Project Manager a plan and written description detailing how the existing bridge(s) and/or structure(s) are to be removed. Include in the description what methods and equipment are to be used to remove the bridge deck, superstructure, piers, footings, and end bents, and, if applicable, containment plan. Conduct work in accordance with Section 202.

Provide the anticipated start date of removal work and estimated time to complete the work. Include details of erosion, sediment, and pollution control, and containment measures used during removal.

Remove contract-related debris from the regulated aquatic resources within 48 hours of placement.

Maintain constant progress on all in-stream work until completed.

D. Aquatic and Invasive Species (AIS) Watercraft and Equipment Inspection. State laws, regulations, and rules are in effect in Montana to prevent the spread of AIS. The following website includes information to aid in the prevention of AIS: http://cleandraindry.mt.gov/.

1. Contact FWP at least 2 weeks prior to operating equipment in or working within an aquatic resource. FWP may require additional inspection or action for AIS prior to equipment use in any aquatic resource in the State of Montana.

TABLE 208-1
FWP CONTACT INFORMATION

Contact	Phone Number
Fisheries Front Desk	(406) 444-2449
Watercraft Inspection Program Coordinator	(406) 444-5383 – Office
Watercraft Inspection Specialist	(406) 444-5540 – Office

2. Ensure all watercraft vessels and equipment that enter Montana from out of state, crosses the continental divide, or enters the Flathead basin is inspected by FWP prior to launch in an aquatic resource in the State of Montana.

3. Clean, drain, dry all watercraft and equipment according to FWP guidelines after exiting any aquatic resource and prior to launch into or use in another aquatic resource.

4. Submit inspection certification upon request.

208.03.3 Regulations and Permitting

A. **General Storm Water Permits.** Follow the requirements of the NPDES and MPDES Storm Water Permits. Coverage under the General Permit is required for any construction activity that disturbs an area of at least one acre or has the potential of discharge. DEQ administers the MPDES permit. If the project is located on one of Montana's Indian Reservations, NPDES permit authorization is issued by the EPA. Permit authorization is obtained by submitting a complete application package, including the NOI to the appropriate regulatory entities. The EPA allows electronic submittal of the NOI. Obtain the permit authorization directly from the DEQ or EPA.

B. **Reserved**

C. **Construction De-Watering Permit.** A Construction De-Watering General Permit Authorization is required for any construction activity that discharges sediment-laden water from the work area, such as cofferdams, trenches, excavation pits, or other work types identified in the permit, to state waters. Obtain authorization from the Water Protection Bureau, DEQ before discharging into any state waters. If sediment-laden water is land-applied and will not reach state waters, then a discharge permit is not required.

D. **Short-term Turbidity Standard (318 Authorization).** Obtain authorization as required under Section 75-5-318 MCA, for any activity that will cause a short-term increase in turbidity.

E. **Clean Water Act Section 404.** Follow the provisions of the Federal Clean Water Act, including the requirements of Section 404.

Temporary facilities and construction activities in and around waters of the U.S. may be covered by a COE 404 Permit. Adhere to applicable permit conditions and/or NWP Fact Sheets, Regional Conditions, and 401 Certification requirements. Obtain a 404 Permit for temporary facilities and/or construction activities that are not covered by the 404 Permit obtained by the Department for permanent structures. These construction activities may include, but are not limited to, temporary work bridges, work pads, cofferdams, diversions, temporary fills and berms, haul roads, and other work that involves the placement of fill or dredged materials into waters of the U.S.

Prepare and submit the application for Department review and submittal to the COE.

F. **Section 10 Rivers and Harbors Act Permits.** Follow the requirements of the Rivers and Harbors Act, including requirements of Section 10. COE permits are required for structures or work in, over, under or affecting navigable waters of the U.S. In Montana, navigable waters of the U.S. include, but are not limited to the: Kootenai River, Missouri River, and Yellowstone River. Section 10 permits can be issued concurrently with the Section 404 permits described above. Adhere to applicable permit conditions and/or NWP Fact Sheets, Regional Conditions, and 401 Certification requirements.

G. **Stream Protection Act 124 (SPA 124).** Follow the requirements of the Montana Stream Protection Act (SPA). The SPA is administered by FWP.

1. Meet the requirements listed in Subsection 208.03.2.
2. Install and maintain BMPs and temporary erosion control measures where appropriate to protect the streams and adjacent areas listed in the contract. Conduct all work in a manner that minimizes turbidity and other disturbance to these areas.
3. All surface applied erosion control and sediment control materials used in or adjacent to the streams listed in the contract must comply with Subsection 713.12 and be comprised of 100% natural fiber and biodegradable material to ensure decomposition. This condition also applies to mesh materials used for wattles, rolled materials, and bank wraps placed within the bed and banks of the streams listed in contract.
4. Limit the clearing of vegetation to only what is necessary for the construction of the project within riparian areas. Restore temporary access routes and any temporarily

disturbed areas to original conditions, including original contours and vegetation reclamation.

5. Meet the requirements in Subsection 202.03.1.
6. Obtain a SPA 124 for temporary facilities and/or construction activities that are not covered under the SPA 124 obtained by the Department. These activities may include, but are not limited to, work bridges, work pads, cofferdams, temporary detours, diversions, removal and disposal of existing structures, access, sequencing, and construction methodology.

Prepare and submit the application for Department review and submittal to FWP.

H. Reserved

I. Tribal Permits. Work within reservations may require additional permits and submittals to tribal authorities. Coordinate with the Department to determine requirements and receive assistance in obtaining permits.

1. **Aquatic Lands Protection Ordinance (ALPO) #117.** The ALPO provides regulation of all waters and aquatic lands on the Blackfeet Reservation to prevent or minimize their degradation. Obtain an ALPO permit for any project within or near aquatic resources.
2. **The Shoreline Protection Office of the Confederated Salish and Kootenai Tribes (CSKT) Tribal Council.** The CSKT administers the following Tribal Ordinances:
   a. **Shoreline Protection Ordinance 64A.** This ordinance is required for any work along the shoreline of Flathead Lake.
   b. **Aquatic Lands Conservation Ordinance (ALCO) 87A.** This ordinance is required for the alteration of aquatic lands, wetlands, or Flathead Reservation waters from activities such as dredging, filling, irrigation diversions and returns, drainage ditches, and maintenance repairs of these resources.

Tribal permits are required for construction activities within the project limits and may be required for temporary facilities outside the project limits. If required, coordinate with the Department, and obtain tribal permits from the tribal office for additional activities and facilities not covered by tribal permits obtained by the Department.

J. Montana Floodplain and Floodway Management Act. Follow the requirements of the Montana Floodplain and Floodway Management Act. All construction projects within a designated 100-year floodplain are required to have a floodplain development permit prior to the start of construction. The local County and City floodplain administrators issue floodplain permits with technical assistance from the DNRC.

The Department obtains this permit for permanent facilities. Obtain the Floodplain Permit from the local floodplain administrator for temporary facilities or for any permanent or temporary floodplain impacts not covered in the Department's permit for the permanent facilities.

The permanent facilities floodplain permit does not cover the construction of temporary facilities such as work bridges, work pads, cofferdams, temporary detours, diversions, etc. Additionally, this permit does not include access to and from authorized locations, sequencing, the storage or disposal of materials, construction methodology required to construct authorized features, or other impacts to areas outside of the planned construction footprint.

1. **Requirements.**
   a. Contact the local floodplain administrator to determine floodplain permitting requirements, if any, for the temporary facilities and any other work within the floodplain not covered within the floodplain permit for the permanent facilities.
   b. If a floodplain permit is required, complete and submit the Joint Application for Proposed Work in Montana's Streams, Wetlands, Floodplains, and Other Water

Bodies and required information directly to the floodplain administrator according to the floodplain permitting requirements along with the applicable fee. The Joint Application Form can be downloaded from: http://dnrc.mt.gov/divisions/water/operations/floodplain-management/permitting-and-regulations.

c. If a floodplain permit is not required, but the floodplain administrator requires other information, prepare, and submit it directly to the floodplain administrator.

d. Submit the application and other required information concurrently with the submittals required in Subsections 208.03.2 and 208.03.3. Obtain all required permits or authorizations and submit copies or permit approvals before starting activities that require permits.

208.03.4 Plant and Animal Protection

A. Migratory Bird Treaty Act. Complete operations in compliance with the Migratory Bird Treaty Act. Migratory birds (including but not limited to swallows and other songbirds) are protected under the Migratory Bird Treaty Act. It is unlawful to pursue, hunt, take, capture, or kill; attempt to take, capture, or kill; possess, offer to or sell, barter, purchase, deliver or cause to be shipped, exported, imported, transported, carried, or received any migratory bird, part, nest, egg or product, manufactured or not. Direct disturbance of an occupied migratory bird nest (with birds or eggs) is prohibited under the law.

The Migratory Bird Treaty Act does not prohibit the destruction of most unoccupied (without birds or eggs) migratory bird nests, provided that no possession occurs during the destruction. The destruction of unoccupied nests of eagles and other threatened and endangered species is not allowed.

If further instruction, clarification, or consultation is required prior to or during construction contact the Project Manager who will coordinate with the District Biologist.

1. Vegetation Removal. Perform required cutting of trees or shrubs between August 16th and April 15th, and when no active nests are present. Remove only those trees and shrubs in direct conflict with the permanent construction limits. Where possible, do not remove, but trim trees and shrubs as necessary for equipment access and construction activities.

2. Structures. Use one or a combination of the following measures for structure removal or work that may directly impact active nests:

a. It is permissible to remove non-active nests (without birds or eggs), partially completed nests or new nests as they are built (prior to occupation).

b. Conduct work that may impact active nests outside of the nesting season, typically between the dates of August 16 and April 15, and when no active nests are present, or

c. Install nesting deterrents meeting the requirements below prior to the nesting season as follows:

1) Cover or enclose all potential nesting surfaces on the structure tightly with mesh netting or other suitable material to prevent birds from establishing new nests. Use netting or other material with no opening or mesh size greater than ½-inch. Maintain the material/enclosure until the structure is removed or work is completed, or

2) Thoroughly apply a non-toxic, non-lethal, bird roosting or landing repellent gel or liquid (do not use smell or taste deterrents) on all potential nesting surfaces on the structure in accordance with the manufacturer's instructions. Reapply the repellant as needed to maintain adequate coverage to prevent new nests from being established, or

3) Prepare a description of alternate methods of effectively keeping birds from establishing nests during the nesting season and submit them along with proposed installation dates and methods for review.

3. Structure Maintenance. If the Department has installed nesting deterrents, maintain existing deterrents until the structure is removed or the work is completed to ensure active nests do not become established on the structure. Install additional nesting deterrents as needed.

It is permissible to remove non-active nests (without birds or eggs), partially completed nests or new nests as they are built (prior to occupation).

Remove the structure when no active nests are present. If active nests become established, remove the structure outside of the nesting season, typically between the dates of August 16th and April 15th.

Compliance with the Migratory Bird Treaty Act is incidental to other items of the contract.

B. Bald and Golden Eagle Protection Act. Complete operations in compliance with the Bald and Golden Eagle Protection Act. The Bald and Golden Eagle Protection Act (16 U.S.C. 668-668c) prohibits anyone, without a permit issued by the Secretary of the Interior, from "taking" bald eagles, including their parts, nests, or eggs. The act provides criminal penalties for persons who “take, possess, sell, purchase, barter, offer to sell, purchase or barter, transport, export or import, at any time or any manner, any bald eagle or golden eagle, alive or dead, or any part, nest, or egg thereof.” The act defines "take" as “pursue, shoot, shoot at, poison, wound, kill, capture, trap, collect, molest or disturb.”

For purposes of this contract, "disturb" means: “to agitate or bother a bald or golden eagle to a degree that causes, or is likely to cause, based on the best scientific information available, 1) injury to an eagle; 2) a decrease in its productivity, by substantially interfering with normal breeding, feeding, or sheltering behavior; or 3) nest abandonment, by substantially interfering with normal breeding, feeding, or sheltering behavior.”

In addition to immediate impacts, this definition also covers impacts that result from human induced alterations initiated around a previously used nest site during a time when eagles are not present, if, upon the eagle’s return, such alterations agitate or bother an eagle to a degree that interferes with or interrupts normal breeding, feeding, or sheltering habits, and causes injury, death, or nest abandonment.

C. Endangered Species Act (ESA). Complete operations in compliance with the ESA (16 U.S.C 1531 et seq.). The ESA provides a program for the conservation of threatened and endangered plants and animals and the habitats in which they are found. The ESA prohibits any taking of a threatened or endangered species.

The definition of "take" includes to harass, harm, hunt, shoot, wound, kill, trap, capture, or collect, or attempt to engage in any such conduct.

D. Reserved

E. Bear Habitat. When working within bear habitat, adhere to the following requirements:

- Promptly clean up any project related spills or debris.
- Camping is allowed in designated camping areas only.
- Store all food, food related items, petroleum products, antifreeze, garbage, and personal hygiene items inside a closed, hard-sided vehicle or commercially manufactured bear resistant container.
- Remove garbage from the project site daily and dispose of it in accordance with all applicable regulations.
- Notify the Project Manager of animal carcasses found in the area.
- Notify the Project Manager of bears observed in the vicinity of the project.

F. Forest Protection. Observe sanitary laws and regulations regarding the performance of the work within or adjacent to state or national forests and parks. Keep all areas in a neat condition, dispose of all refuse, and obtain permits for the construction and maintenance of construction camps, stores, warehouses, residences, latrines, cesspools, septic tanks, and other structures.

Prevent, suppress, and assist in preventing and suppressing forest fires, and immediately notify a forest official of the location and extent of any fire discovered.

Maintain spark arresters to meet the forest Supervisor's requirements on all steam, gas, or diesel-driven machinery and on all flues at construction camps.

208.03.5 Noxious Weeds

A. Noxious Weed Management. Follow the requirements of the County Noxious Weed Management Act, Section 7-22-21 MCA, Section 80-7-912 MCA and all county and contract noxious weed control requirements. Determine the specific noxious weed control requirements not specified in the contract of each county where the project is located before submitting a bid.

Any product containing forage must be noxious weed seed free.

Noxious weeds include those species designated by the Montana Department of Agriculture. The most recent list of designated noxious weeds is available from the Montana Department of Agriculture, or local county Extension Service or Weed District. The Montana Department of Agriculture web site with noxious weed information is: https://agr.mt.gov/Noxious-Weeds

Clean all equipment and vehicles prior to their transport into the project area. Equipment or vehicles with visible dirt or plant parts will not be allowed into the project area until they are cleaned to the satisfaction of the Project Manager.

All costs incurred to meet the county weed control requirements are incidental to other items of the contract.

B. Weed Control. Provide weed control to all lands within the R/W within the project limits.

Monitor the construction, borrow, staging areas, and stockpiles during the growing season and treat weeds before plants develop viable seed. Weeds may be controlled through hand-pulling, mowing, tillage, or herbicide application. Select the most effective and appropriate means of control based upon the species, size of infestation, and environmental conditions.

If the control is accomplished with the application of herbicides, use only a licensed commercial pesticide applicator certified to apply general and restricted-use herbicides. Use herbicides that meet all applicable state and federal pesticide laws and that are registered with the Montana Department of Agriculture as required by the Montana Pesticide Act. Apply herbicides in a manner that provides immediate control but does not jeopardize or cause potential harm to final reclamation objectives. Follow all applicable state and federal pesticide laws. If it is determined that herbicide application caused or contributed to the failure of reclamation, take corrective action at no additional cost to the Department.

The Project Manager will require weed control within areas that have received final seeding when infestation is preventing establishment of desired species.

208.03.6 Seeding

A. Temporary Seeding. Temporarily seed or implement other soil stabilization measures approved by the Project Manager on all disturbed soil areas as required by permits/authorizations. When no permit is required, temporarily seed, or implement other soil stabilization measures approved by the Project Manager on all disturbed soil areas when grading activities will not resume for a period of 14 calendar days or more by the 14th day

after the last disturbance. Permanently seed areas not requiring further disturbance if they fall within the seeding dates. Temporarily seed using a sterile variety of Triticale at a rate of 25 lbs. PLS per acre drilled or 50 lbs. PLS per acre broadcast.

B. Erosion Seeding. Conduct erosion seeding on freshly exposed slopes steeper than 3H:1V that will not be top soiled or re-disturbed, unless implementing other soil stabilization measures in accordance with permits or as approved by the Project Manager. Manually broadcast seed on disturbed areas at the completion of each day, regardless of season. Excessively rocky slopes that cannot be excavated by ripping are exempt from erosion seeding. Broadcast seed a sterile variety of Triticale at a rate of 50 lbs. PLS per acre.

Erosion seeding does not replace or substitute for final seeding activities specified in the contract.

208.03.7 Air Quality

Operate all equipment including, but not limited to, hot mix paving plants, concrete batch plants, generators, aggregate crushers, and screens, etc. to meet the minimum air quality standards and applicable requirements established by federal, state, tribal, and local agencies. Secure necessary air quality permits from the appropriate regulatory entity.

Use reasonable precautions to prevent or reduce dust on the project caused by construction operations or traffic, to follow all federal, state, tribal, and local laws, and regulations.

Use water, liquid magnesium chloride, liquid calcium chloride, or other dust palliative approved by the Project Manager. Use only Contractor owned water sources or water that is obtained under a purchased water right according to applicable laws.

Dust control for compliance with all laws and regulations is not measured for payment.

Include the cost for dust control in the item of work being performed that results in dust. Any violations or fines associated with dust control/dust control operations are the responsibility of the Contractor.

No additional payment will be made for the use or installation of dust or smoke control devices, for the disruption of work or loss of time occasioned by the installation of such control devices, or for any other related reasons.

208.03.8 Discovery of Underground Storage Tanks and Removal of Unknown Hazardous Materials

A. Underground Storage Tanks. Take the following action if an underground storage tank or tanks are encountered, the existence or location which was previously unknown to the Department or Contractor, on the project within the project limits.

1. Immediately stop work in the vicinity and notify the Project Manager.
2. Immediately notify the local fire authority and protect people and property from fire, explosion, vapor, and other potential hazards, and prevent further release of the tank's contents. Take all action requested by the Project Manager.
3. Notify the DEQ within 24 hours if there is evidence of soil or groundwater contamination resulting from a tank leak or pipe leak, at:

   Underground Storage Tank Program
   Department of Environmental Quality
   Environmental Remediation Division, Petroleum Technical Section
   1-800-457-0568
4. Perform the tank removal and closure work as permitted by DEQ.
5. Do not resume work in the immediate vicinity of the tank or piping until approved by the Project Manager.

Costs incurred from the discovery of underground storage tanks within the project limits will be paid for as extra work in accordance with Subsection 104.03. Costs from the discovery of underground storage tanks outside the project limits are not the Department's responsibility.

B. Removal of Unknown Hazardous Materials. If hazardous material is discovered within the project limits, the existence or location of which was previously unknown to the Department or the Contractor or not identified in the contract, immediately stop work in that area and notify the Project Manager. Hazardous material includes, but is not limited to contaminated soil, contaminated water, asbestos, PCBs, petroleum, PCPs, hazardous waste, or radioactive material. If the area is determined to pose a hazard to the traveling public, close off all access to the area as directed. Work may continue in unaffected areas believed to be safe.

Once notified of the contaminated site, the Department will determine whether a separate Contractor will be used to assess and clean up the contaminated site before permitting the Contractor to resume work in the contaminated area. If the Department determines that the Contractor can perform the work, meet the requirements of Subsection 107.26. The work will be paid for under Subsection 104.03. Obtain all necessary clearances (procedures, permits, etc.) from the regulatory agencies before starting any work.

If the Contractor does not perform the work, it waives any potential claim for itself, its subcontractors, and suppliers for damages for delay from the Department's securing another Contractor to perform the clean-up work.

The Department will equitably compensate the Contractor under Subsection 109.04.3 for costs associated with the delay to work in the affected area.

C. Contaminated Soil. Contaminated soils are generally recognized by a petroleum odor and/or gray or black staining of the native material or fill. If contaminated soils are encountered, suspend work, and notify the Project Manager. State and Federal laws require that the discovery of previously unknown contamination be reported within 24 hours of discovery. The Project Manager will coordinate with the Department's Environmental Services Bureau to report the release to the DEQ or the EPA, if within Tribal lands.

Once reported, the Contractor may be advised by the Department to sample the soil to determine disposal or re-use options. Disposal of the soil must be at a licensed soil disposal facility. Analytical testing of the soil at an accredited laboratory will be necessary prior to disposal.

Be responsible for compliance with all OSHA, EPA, and DEQ regulations pertaining to worker safety and the excavation of contaminated soil. The Contractor is required to follow all applicable laws, rules and regulations including but not limited to, Section 107, the Montana Water Quality Act; the Montana Solid Waste Management Act; the Montana Comprehensive Environmental Cleanup and Responsibility Act; the Montana Hazardous Waste Management Act; MC 75-11-301 et seq. (Petroleum Storage Tank Cleanup); and 29 CFR 1910 and 1920 (OSHA); and 40 CFR 260-265 (Hazardous Waste).

Obtain and pay for all analytical testing. Testing and disposal of the contaminated soil is measured by the unit of Contaminated Soil for the work performed as directed in writing by the Project Manager. Payment for Contaminated Soil is made in accordance with Subsection 109.04.

208.03.9 Noise Pollution

Adhere to local noise ordinances, laws, and regulations, and follow all requirements contained in the contract regarding noise pollution.

208.04 METHOD OF MEASUREMENT

See Subsection 151.01.1 for Design-Build Contracts.

Temporary erosion and sediment control devices for use within the project limits are measured as lump sum and will not be measured separately. Only erosion and sediment controls within the project R/W and installed in accordance with manufacturer specifications or the Detailed Drawings will be paid for. BMPs and associated permit costs for Contractor furnished material sources, staging areas, plant sites, or any other site not within project limits are not measured for payment.

Permit fees and monitoring costs associated with obtaining and maintaining permit coverage for ground disturbance areas both within and outside the project limits are considered incidental to the project and are not measured separately for payment.

Normal maintenance of BMPs, in accordance with permit requirements and the contract, are considered incidental to the work and no additional measurements will be made. Maintenance includes:

- Removal of BMPs no longer required.
- Removal of sediment and debris in front of and around BMPs.
- Repair and replacement of incorrectly installed devices.
- Mobilization and travel for inspections and maintenance; and
- Maintenance until the permit is terminated or transferred.

Replacement of satisfactory BMPs requested by the Department at the final inspection will be measured in accordance with the Erosion Control Rate Schedule.

208.04.1 Temporary Erosion and Sediment Controls - Units

Temporary Erosion and Sediment Control (TESC) devices are measured by the unit of control devices used and accepted. A unit is the base value for establishing the relative value of each type of TESC device. The relative value of each TESC device in units is shown in the Erosion Control Rate Schedule.

Temporary and erosion seeding are measured parallel to the ground line and include seedbed preparation, fertilizing and seeding.

These will not be used to correct deficiencies of lump sum items.

208.04.2 Protection of Storm Water Drainage Systems

Work performed, including permit applications, necessary to protect the MS4 from contaminants as a result of Contractor operations is not measured for payment. Work performed to prevent pollution and control sediment transport due to storm water are measured as lump sum.

If the contract does not have a bid item for Temporary Erosion Control or BMP Administration, work will be measured in accordance with Subsection 208.04.1.

208.04.3 Reserved

208.04.4 Noxious Weed Control

Noxious Weed Control within the project limits is measured by force account methodology. Noxious Weed Control in areas outside of the project limits is not measured for payment.

Work performed within the project limits is paid by units of Noxious Weed Control.

208.05 BASIS OF PAYMENT

See Subsection 151.01.1 for Design-Build Contracts.

No additional payment will be made for the fees or monitoring costs associated with the General Permit for storm water discharges associated with construction activity. Include these costs in the temporary erosion control bid item. Include fees associated with transferring the permit in the Lump Sum Temporary Erosion Control bid item.

BMPs are rendered unacceptable if the following are disregarded:

- Provide erosion and sediment controls that prevent discharges to adjacent properties and/or aquatic resources.
- Implement BMPs identified in the SWPPP.

- Update the SWPPP as required by the General Permit.
- Conduct BMP inspections and submit inspection reports.

Payment for BMPs installed will be withheld until SWPPP deficiencies are remedied and the inspection reports have been completed and received by the Project Manager.

Payment for the completed and accepted quantities is made under the following:

Pay Item	Pay Unit
BMP Administration	Lump Sum
Noxious Weed Control	Unit
Temporary Erosion Control	Unit
Temporary Erosion Control - LS	Lump Sum

208.05.1 Temporary Erosion and Sediment Control - Lump Sum

Partial payment for Temporary Erosion Control will be monthly based on the lump sum contract price as follows:

TABLE 208-2
TEMPORARY EROSION CONTROL
LUMP SUM PROGRESS PAYMENTS

% Of Contract Amount Paid	% Of Erosion Control Bid Amount
First estimate after start of erosion control work	60
25	70
50	80
75	90
Conditional final acceptance	100

Note: If no permit exists, or if the permit has been closed, the final payment interval is at the Project Manager's discretion.

Include the cost of temporary erosion control in the cost of the lump sum item. Anticipate probable adverse weather and stream flow conditions.

A request may be submitted for compensation resulting from the addition of BMPs due to conditions meeting Subsection 107.17, unusually severe weather events, or extra work added by change order. Include documentation in the request that demonstrates such an event has occurred. Proper installation and inspection of BMPs must have been met in accordance with Subsection 208.03.1D & E to request additional compensation. Payment for quantities required by an event or extra work, and approved by the Project Manager, will be measured and paid for in accordance with the Erosion Control Rate Schedule at a unit price of $1.00 per unit.

The installation of additional BMPs requested by the Department at the final inspection will be measured and paid for in accordance with the Erosion Control Rate Schedule.

208.05.2 Temporary Erosion and Sediment Control - Units

Temporary erosion and sediment controls are paid for at the contract unit price per temporary erosion control. The units of each type of temporary erosion control paid for will be calculated by multiplying the measured quantity of each device by the assigned value per units shown in the Erosion Control Rate Schedule.

Payment for completed and accepted temporary erosion/sediment control devices will be made in accordance with one of the following categories:

1. **Category No. 1 - New Installation.** When a device is new and used for the first time it will be paid at 100% of the rate schedule.
2. **Category No. 2 - Reuse.** When a previously used BMP material that meets contract specifications is placed in a new location, it will be paid at 75% of the rate schedule.

Maintenance of BMPs, in accordance with the MPDES/NPDES permit(s) and the contract, is not paid for separately. Include this work in the unit price bid for temporary erosion control devices.

No additional compensation is made for the removal of BMPs that are no longer required.

208.05.3 Protection of Storm Water Drainage Systems

Prevention of pollution and control sediment due to storm water is paid under the Temporary Erosion Control – Lump Sum or BMP Administration bid items. If there are no bid items for the contract, payment will be made in accordance with Subsection 104.04 and paid as miscellaneous work.

SECTION 209
STRUCTURE EXCAVATION

209.01 DESCRIPTION

Structure excavation is excavating bridge foundations and all other structure foundations. The item includes disposing of excess or unsuitable material from the excavations, backfilling to the original ground level, bailing, pumping, draining, sheeting, shoring, and cribs.

209.01.1 Structure Excavation Type I

Structure excavation Type I is excavating, de-watering, shoring, and cribbing, backfill and compaction for the excavation.

209.01.2 Structure Excavation Type II

Structure excavation Type II is excavating, de-watering, backfill, and compaction for the excavation, excluding shoring and cribbing.

209.01.3 Shoring and Cribs

This is constructing and removing all shoring and cribs, cofferdams, or caissons, and for all material, labor, equipment, tools, and incidentals to complete the work.

209.02 RESERVED

209.03 CONSTRUCTION REQUIREMENTS

209.03.1 General

The plan excavation lines in the contract are estimated. Excavate all foundations to the plan elevations and dimensions.

Removing boulders, logs, and other obstructions found in the excavation is incidental to this work.

Remove timber, sheeting, and other material used in the excavation before backfilling.

Remove and stockpile all excavated material that is suitable for backfill.

209.03.2 Treatment of Foundation Materials

When the excavation reaches the designated depth, de-water, clean, and maintain the excavation until the foundation bed is inspected.

Clean and fill rock seams and crevices with concrete mortar.

Obtain the Project Manager’s approval of the foundation before placing concrete on the foundation.

Place concrete without disturbing the bottom of the excavation.

Minimize disturbance of the natural ground outside the excavation pay limits except as required for constructing cofferdams.

209.03.3 Cofferdams

Submit drawings and calculations prepared by a professional engineer showing the proposed method of cofferdam construction and de-watering procedures before starting the work. The cofferdam must meet OSHA requirements.

Ensure cofferdams or cribs for foundation construction are watertight to permit de-watering. Provide clearance within the cofferdam for constructing forms, inspection of the form exteriors, and for pumping.

Re-align or enlarge the cofferdams or cribs that are tilted or moved laterally during the work to provide work clearance at Contractor expense.

Timber bracing may be left in cofferdams or cribs extending into the substructure masonry with the Project Manager’s written approval.

When weighted cribs are used to resist the hydrostatic pressure acting against the bottom of the foundation seal, use an anchorage to transfer the entire weight of the crib to the foundation seal.

When the foundation seal is placed, vent or port the cofferdam at the cofferdam design low-water level.

The foundation seal depths in the contract are based on the estimated, normal water-surface elevations or are consistent with those satisfactorily used on past projects.

The specified seal thickness is a minimum. The Contractor may request an increased seal depth. Submit the request in writing. Any approved increase in seal depth and associated costs are at Contractor expense.

Repair or replace failed cofferdams, foundation seals or both at Contractor expense.

Pump out the cofferdam and place the remaining masonry or concrete in the dry after meeting the time limit in Subsection 209.03.4.

Remove all cofferdam or crib material after the substructure is complete without disturbing or marring the finished work.

209.03.4 Pumping Water from Cofferdams

Pump interior foundation enclosures without disturbing the in-place concrete. Do not pump for at least 24 hours after placing concrete unless pumping from a sump separated from the concrete work by a watertight wall.

209.03.5 Inspection

Place the footings as soon as practical after the excavation depth and the foundation material are approved.

Drill holes or drive rods in the excavation bottom to determine the materials quality when requested by the Project Manager.

Excavate the spread footings and take rod soundings at each individual substructure unit and submit rod soundings simultaneously for the footing elevation approval.

209.03.6 Backfilling

Once approved, backfill and compact all excavated areas without damaging adjacent structures, to match the existing ground line.

Place backfill to be covered by roadway embankment in maximum 8-inch loose thickness, continuous horizontal layers.

Compact each layer in accordance with Subsection 203.03.3.

Remove and dispose of backfill containing large or frozen lumps, wood, or other deleterious materials. Do not jet or pond the backfill.

Serrate or step the slope bounding the excavation for abutments and wingwalls.

Place coarse gravel or broken stone around drain holes in wingwalls or abutments as shown in the contract.

Backfill around piers and in front of abutments and wingwalls with material large enough to resist erosion. If acceptable material is not available, the Project Manager may order stone or lean concrete backfill, paid for as extra work.

Place backfill against masonry abutments, and wingwalls in accordance with Subsection 203.03.2(B). Allow culvert related concrete work to cure 14 calendar days before backfilling.

Dispose of excess material at Contractor expense, in accordance with all applicable laws, rules and regulations.

209.04 METHOD OF MEASUREMENT

See Subsection 151.01.1 for Design-Build Contracts.

209.04.1 Structure Excavation Type I and Type II

Measurement in cubic yards is based on the volume bounded on the sides by vertical planes 18 inches outside of the footing neat lines; on the top by the original undisturbed ground surface at the time excavation begins or by the lines in the contract; and on the bottom to the specified footing elevation or the elevation directed by the Project Manager.

Calculations for tie beams, overhangs, or similar volumes extending beyond the footing lines are computed from lines 18 inches outside of and below neat lines. The computed structure excavation includes only those portions not contained in the volume of footing excavation.

209.04.2 Shoring and Cribs

Shoring and cribs used with structure excavation Type I are not measured for payment. Shoring and cribs used with structure excavation Type II are measured by the lump sum.

209.05 BASIS OF PAYMENT

See Subsection 151.01.1 for Design-Build Contracts.

Payment for the completed and accepted quantities is made under the following:

Pay Item	Pay Unit
Shoring and Cribs	Lump Sum
Structure Excavation Type I	Cubic Yard
Structure Excavation Type II	Cubic Yard

Additional approved material for backfill provided from other sources is paid for as extra work. Payment includes the costs of obtaining the material, processing, handling, and transporting to the project. The cost of placing and compacting the additional material and disposing of unsuitable material is included in the contact unit price for structure excavation.

No payment is made for additional material placed outside structure excavation pay limits and slope lines to comply with safety regulations.

No payment is made for additional material to replace material removed from the excavation, rendered unsuitable by improper excavation, handling, or stockpiling methods.

Partial payments for structure excavation Type I or II will be made based on the total quantity as follows:

1. 85% when removed to plan elevation.
2. 95% when backfilled and compacted.
3. 100% when the area is cleaned up to the Project Manager’s satisfaction.

Partial payments for shoring and cribs will be made based on the lump sum contract unit price as follows:

1. 65% when shoring and crib is in position.
2. 90% when driven to final elevation.
3. 100% when shoring and crib is removed, and the area is cleaned up to the Project Manager’s satisfaction.

SECTION 210
EQUIPMENT USE

210.01 DESCRIPTION

This describes the equipment to be used for the contract work.

210.02 RESERVED

210.03 CONSTRUCTION REQUIREMENTS

210.03.1 General Requirements

Provide equipment in good mechanical condition having sufficient power to perform the work. Repair or replace equipment not meeting these requirements.

210.03.2 Motor Graders

Use self-propelled motor graders either tandem or all-wheel drive equipped with pneumatic tires.

Equip the graders with a moldboard at least 12 feet long with a cutting edge, a scarifier with nine or more teeth having minimum dimensions of 3 x 1 x 16-inch, and power-operated controls.

The motor grader manufacturer's power rating must be at least 100 horsepower.

210.03.3 Dozers

Use dozers of any standard type attached to a crawler tractor of at least 75 horsepower having power-operated controls.

Furnish dozers a minimum 90 inches wide. The dozer and tractor are considered a single unit.

210.03.4 Rollers

A. General. Provide rollers and compaction equipment of standard manufacture bearing the manufacturer's identification label. Roller weight is the manufacturer's rating.

Use self-propelled rollers capable of reversing direction without backlash.

Keep rollers in good mechanical condition with positive, accurate steering control.

Use adequately powered trucks or tractors for pull-type rollers.

Other than traction units, operate rollers separate and distinct from other equipment.

Equip all rollers with self-cleaning devices that prevent material from adhering to the wheels or tamping surfaces.

B. Smooth-wheeled Rollers. Use smooth-wheeled, self-propelled rollers meeting one of the following:

1. Tandem type weighing up to 10 tons; or
2. Three-wheeled type weighing a minimum 10 tons; or
3. Towed steel-drum rollers weighing a minimum of 4 tons.

C. Tamping Rollers. Use tamping rollers with grids, drums, or shells surrounded by metal studs, pads, or similar elements that compress small areas of material.

D. Pneumatic-tired Rollers. Use pneumatic-tired rollers meeting the following:

1. Two-axle type, straight or oscillating.
2. Rigid framed providing a platform or body for ballast loading.
3. Effective rolling width of at least 4 feet.
4. Minimum working weight capacity of 250 pounds per inch width of tire tread.
5. Smooth tires (no tread) equal in size and diameter.
6. Rear axle tires spaced to overlap the tread gap of the preceding two tires.
7. Uniform tire pressure not varying from each other by more than 5 psi; and
8. Self-propelled or tractor or truck drawn (tractive power).

Operate the rollers, while turning, to prevent tearing or loosening of the material being rolled or the adjacent material.

Do not use wobble-wheeled pneumatic-tired rollers for bituminous surfacing work.

E. Vibratory Rollers. Use vibratory rollers capable of obtaining the required compaction.

210.03.5 Watering Equipment

Furnish and operate pneumatic-tired water equipment having spray bars capable of uniformly distributing water over the surface area. The control valves must be positive closing to prevent leakage.

210.03.6 Test Trailer, Transport, and Setup

Transport State-owned test trailers from a designated location to the project site and return it to a designated location as directed. Contact the Project Manager for details concerning the transport of the trailer at least 30 calendar days prior to plant mix operations. The Contractor is responsible for all required permits.

Purchase minimum $85,000 insurance for the trailer and its contents. Submit written proof of the insurance prior to moving. Verify that the Department has prepared the trailer and contents for transport.

Repair or replace all contents and trailer damage occurring in transport at Contractor expense. Do not move the trailer without the Project Manager's permission.

Provide a level parking area, the required blocking, and electrical power service for the test trailer. Locate and construct the parking area a minimum 200 feet from the plant mix dryer drum, mixing plant, and storage silo unless otherwise directed, to accommodate the 12-foot x 32-foot trailer. Transport, set up, and make the trailer fully operational at least 2 days before starting plant mix paving. Park, block, level, re-block, re-level and unblock the trailer as directed. Supply electrical power 24 hours a day, 7 days a week. Suspend paving work during power interruptions or periods of insufficient power to the trailer.

Furnish and install a continuous 200-ampere, 220-to-230-volt, single phase, 60 hertz power supply to the trailer. The power must be independent from the hot plant operation. Have the source connected by a Montana licensed electrician using a four-wire connection.

210.03.7 Camera System

Install, maintain, remove, and repack a Department-owned solar powered, remote camera system. The Department owned system is not prohibited under 2 CFR 200.216. Additional information about the webcam may be accessed at the following link:
https://www.mdt.mt.gov/other/webdata/external/contractplans/contract/resources/webcamera-info.zip

Furnish a 40-foot machine peeled wood mounting pole with a minimum diameter of 10 inches, in good condition. Furnish a ⅝-inch by 8-foot copper clad grounding rod, 45 feet of #8 AWG solid copper ground wire and clamps. Furnish cable ties or clamps for securing cables and wire to the mounting pole.

A. Delivery. The Department will furnish the camera system. The camera system includes the camera housing and contents, solar panel, battery, battery box, mounting brackets, cables, and associated hardware, except as noted under Materials.

The Project Manager will deliver the camera system to the project site. Coordinate delivery of the system with the Project Manager. Provide secure storage of the camera system unless it is immediately installed. After installation, return the original packing and shipping materials in good condition to the Project Manager for storage.

B. Installation. Unless otherwise approved by the Project Manager, install the camera system prior to performing any other work on the project. Install according to the diagram found at the link above.

Erect the mounting pole at the location specified by the Project Manager. Embed the pole 6 feet into the ground. Seat, backfill and compact around the pole. Compact the backfill in 9-inch lifts. Ensure the pole is installed plumb. After erection, install the camera system on the pole in accordance with the drawings and instructions.

C. Service and Maintenance. Provide the Project Manager with access to the camera as necessary for adjustments. Clean the camera lens and solar panels as directed by the Project Manager. The camera system components are covered under warranty by the manufacturer. In the event a component or a part of a component requires replacement, hire a qualified technician to remove and replace the part(s). Coordinate all shipping of components or parts necessary for the repair(s).

D. Insurance. Provide insurance for the camera system to cover repair or replacement if it is damaged in any way for any reason. The minimum insured value of the camera system is $10,000.

E. Removal. Upon notification from the Project Manager, remove the camera system and repackage it in the original packing materials. After removal, retain responsibility for the camera system. Provide up to 14 days of secure storage for the camera system until it is transferred back to the Project Manager. The Department will retain ownership of the camera system. Remove the mounting pole, backfill, and re-grade to the original conditions, or as specified elsewhere in the contract. The pole, grounding rod and ground wire will become property of the Contractor upon completion of the project.

210.03.8 Non-Glare Lighting (Balloon Type Lighting)

Illuminate all work areas at night with indirect (i.e., balloon type) lights capable of producing a minimum of 10 foot-candles of non-glare lighting.

Equip, at a minimum, the following pieces of equipment with non-glare lighting:

1. Milling and grinding equipment.
2. Mechanical sweepers.
3. Material transfer equipment.
4. Spreading and finishing equipment.
5. Rollers, excavators, and loaders.
6. Core/density testing vehicles.
7. Pumping equipment.
8. Bid-Wells.
9. Stationary striping equipment.

This requirement does not include trucks and vehicles used to transport materials and personnel that are continuously moving in and out of the work zone.

Do not operate headlights of stationary construction equipment when facing oncoming traffic within the work zone.

Do not use equipment mounted work lighting other than non-glare lighting.

210.04 METHOD OF MEASUREMENT

See Subsection 151.01.1 for Design-Build Contracts.

210.04.1 Equipment Use

Equipment use, when specified as a bid item, is measured by the hour for the hours performing the work and includes furnishing the equipment, including operator, servicing, repairs. Time in moving equipment from point to point on the project and for repair and servicing is not measured.

Equipment used in the work but not specified as a bid item is incidental to the work.

210.04.2 Test Trailer, Transport, and Setup

Test trailer, transport, and setup is measured by the mile for the actual miles moved. It includes insurance, transporting, blocking, unblocking, leveling, furnishing, and installing electrical power and associated wiring, removing power and wiring, and all other necessary resources to complete the item of work. Maintenance, re-blocking and re-leveling is incidental to the work and is not paid separately. The mileage shown in the contract is an estimate only and may be adjusted by the Project Manager.

210.04.3 Camera System

Measurement will be made at 50% of one unit upon completion of the installation and 50% of one unit upon the transfer of the system back to the Project Manager. Camera service or maintenance requirements will be measured in accordance with Subsection 109.04.2.

When the Contractor is directed to move a camera system to a new location, measurement will be made at 50% of one unit upon complete removal from the first installation and 50% of one unit upon completion of the installation at the new location.

210.05 BASIS OF PAYMENT

See Subsection 151.01.1 for Design-Build Contracts.

Payment for the completed and accepted quantities is made under the following:

Pay Item	Pay Unit
Install, Remove Camera System	Each
Dozer	Hour
Motor Grader	Hour
Test Trailer Transport/Setup	Mile

SECTION 212
OBLITERATE ROADWAY

212.01 DESCRIPTION

Obliterate roadway includes removal of the existing roadway and related items, rehabilitating the abandoned roadway area by scarifying and shaping, and re-vegetation.

212.02 RESERVED

212.03 CONSTRUCTION REQUIREMENTS

Grade and contour abandoned roadways to blend with the new roadway or existing terrain.

If not specified in the contract, dispose of the existing bituminous materials in conformance with applicable laws, rules, regulations, and the Montana Solid Waste Management Act.

After the old roadway surfacing is removed, salvage the topsoil from areas to be graded and perform the rough grading. Grade and contour the obliterated roadway to blend with the new roadway and adjacent terrain. Re-vegetate the disturbed areas in accordance with Section 610.

Work construction scars, sharp breaks, and steep slopes or cuts to blend with the terrain. Existing aggregate surfacing material may be used to construct fills when covered with 12 inches of soil capable of supporting plant growth. Existing bituminous materials used for embankment of the new roadway must conform to the requirements of Subsection 202.03.3.

Remove and dispose of bituminous materials, old structures, guardrail, and other non-salvageable items not included in other contract items for removal at Contractor expense. Remove and neatly store all material designated as salvageable to prevent damage.

The species of seed, seed bed preparation, fertilizing, mulching, and application rate is specified in the contract.

212.04 METHOD OF MEASUREMENT

See Subsection 151.01.1 for Design-Build Contracts.

Obliterate roadway is measured in stations along the centerline of the roadway obliterated.

Topsoil is measured in accordance with Subsection 203.04.

Re-vegetation is measured in accordance with Section 610.04.

212.05 BASIS OF PAYMENT

See Subsection 151.01.1 for Design-Build Contracts.

Payment for the completed and accepted quantities is made under the following:

Pay Item	Pay Unit
Obliterate Roadway	Station

Material obtained from the obliterated roadway and used in the construction of the new roadway is measured and paid for as unclassified excavation in accordance with Section 203.

DIVISION 300 AGGREGATE CONSTRUCTION

SECTION 301
AGGREGATE SURFACING

301.01 DESCRIPTION

This work is producing and placing one or more courses of aggregate surfacing on a prepared surface or producing and stockpiling aggregate surfacing.

301.02 MATERIALS

301.02.1 Aggregates

Obtain aggregates from sources meeting Section 106 requirements to produce material in accordance with Subsection 701.02.1 and the following subsection requirements:

Crushed Base Course..... 701.02.4 and 701.02.5
Crushed Cover Aggregate..... 701.02.8
Crushed Top Surfacing..... 701.02.6 and 701.02.7
Sand Surfacing 701.02.3
Selected Surfacing..... 701.02.2

Furnish bridge end backfill in accordance with Subsection 701.13.

301.02.2 Aggregate Treatment

Choose the material that will be used to treat the aggregate, which may include MC-70, or calcium or magnesium chloride.

Furnish liquid magnesium or calcium chloride in accordance with Subsection 713.03 requirements. Furnish liquid asphalt in accordance with Section 702 requirements. If used, furnish MC-70 listed on the QPL.

Blotter material is material with 100% passing the ½-inch screen and having a PI of 6 or less.

301.02.3 Optional Recycled Material

RAP or Recycled Concrete Aggregate (RCA) may be blended with existing crushed aggregate course, additional aggregate course, or a combination of these. Ensure blended material meets the requirements of Subsections 701.02.1 and 701.02.4.

1. Pugmill recycled products with existing or virgin aggregates to produce a uniform mixture.
2. Blend no more than 40% RAP or 50% RCA by weight with existing or virgin aggregates.
3. Total recycled mixtures may not exceed 50% by weight of the blended base course.
4. Use weighing or metering devices to control the recycled material introduced into the mix within the specified limits.

301.03 CONSTRUCTION REQUIREMENTS

301.03.1 Sampling, Testing, and Acceptance

A. **Production Control.** Develop a quality control sampling and testing plan for production and be responsible for all sampling and testing for gradation and fracture control during aggregate production.

B. **Acceptance Sampling and Testing.** The Project Manager will randomly select samples taken by the Contractor and witnessed by an Inspector, for gradation and fracture testing from processed material in its final position on the roadway in accordance with MT 201. Samples for other tests will be taken at the point of production.

The following acceptance tests are used:

Gradation ..... MT 202
Fracture ..... AASHTO T 335

The quantity represented by 5 samples is a lot when production schedules and material continuity permit. The Project Manager may establish a lot consisting of a quantity represented by 3 to 7 consecutive random samples when there are short production runs, significant material changes, or other unusual characteristics of the work.

C. Acceptance. Surfacing aggregates are evaluated for gradation and fracture on a lot-by-lot basis. The upper and lower limits in the gradation tables in Section 701 are the upper and lower limits in the evaluation formulas. The specified minimum fracture is the lower limit.

Acceptance is made in accordance with Subsection 105.03.2.

301.03.2 Equipment

A. Rollers. Use rollers in accordance with Subsection 210.03.4.

B. Watering Equipment. Use watering equipment in accordance with Subsection 210.03.5.

C. Scales. Furnish scales in accordance with Subsection 109.01.1 or use certified permanently installed commercial scales. Furnish and have readily available at least 10 50-pound weights for testing Contractor furnished scales. Furnish housing for the scale recording devices. Scale accuracy must be ½ of 1% at any weight.

Alternative weigh methods or devices may be acceptable if they produce the required accuracy. Platform and belt-conveyor scale requirements are as follows:

1. **Platform Scales.** Use platform scales having the length to weigh an entire vehicle in an unbroken operation.

   Truck-trailer combinations may be weighed separately if the scale approaches are:

   a. Compacted gravel or asphalt.
   b. Long enough and level with the scale platform to accommodate the entire truck-trailer units; and
   c. Continually maintained.

   Release all brakes as the unit is weighed.

2. **Belt-conveyor Scales.** Belt-conveyor scales may be used for non-asphaltic materials when meeting the requirements of Subsection 109.01.1 and the following:

   a. The scale meets the National Bureau of Standards requirements for belt-conveyor scales, except as modified below.
   b. A daily static-load test is made after approximately ½ hour of continuous belt conveyor operation and whenever the air temperature varies 15 °F or more. Have a calibration test performed once daily and whenever the daily static-load test shows adjustments are required.
   c. Make calibration computations, calibration procedures and results, and related documents available for the Project Manager's review. Clearly mark test chains with calibration constants. Carry test chains and test weights in protective containers and make immediately available for belt-conveyor scale testing.
   d. Perform accuracy checks by checking the average of 5 or more sequential payloads of hauling units on approved platform scales. The acceptable accuracy is ± 0.5% of the payload of the average hauling unit. If the recording odometer of the belt-conveyor scales in use is graduated to 0.1-ton increments and is a cumulative recording process, differences in readings and variations less than 0.1-ton may carry over from one hauling unit to another. Conveyor weight conformation is based on the tonnage obtained from readings taken from the sealed odometer at the beginning and

end of each check period. The number of check loads will be increased should the test results fluctuate.

Furnish a lock to secure the recording tape, odometer, totalizer, calibration adjustment, and clock-time imprinter. The Project Manager will lock the equipment and retain the keys before materials are delivered to the roadway.

301.03.3 Reject

Dispose of reject material produced from Department sources as directed.

301.03.4 Crushed Aggregate Course

When crushed aggregate course is a bid item, construct the aggregate surfacing section to the specified typical cross section and profile grade.

Select one of the following two options to construct the aggregate section:

1. Full depth crushed base course.
2. Top 0.15 foot crushed top surfacing; remaining depth crushed base course.

Indicate the selected option and the grade of crushed base course (Type "A" grade 5, Type "A" grade 6, or Type "A" grade 7) before beginning aggregate production. Only one grade of crushed base course will be permitted. If option 2 is selected use Type "A" grade 2 crushed top surfacing.

Quality assurance lot sizes, test intervals and material tolerances will be based upon the materials selected.

A. Optional Blended Base Course. Blending RAP or Recycled Concrete Aggregate with existing crushed aggregate course, additional aggregate course, or a combination of these. Produced aggregate must meet the requirements of Subsections 701.02.1 and 701.02.4.

1. Recycled products must be pugmilled with existing or virgin aggregates to produce a uniform mixture.
2. Blend no more than 40% RAP or 50% concrete by weight with existing or virgin aggregates.
3. Total recycled mixtures may not exceed 50% by weight of the blended base course.
4. Use weighing or metering devices to control the recycled material introduced into the mix within the specified limits.
5. Meet the compaction requirements of Subsection 301.03.5.

301.03.5 Aggregate Surfacing Construction

A. Surface Preparation. Do not place aggregate surfacing material on any of the following:

1. Any surface not meeting the dry density requirements for that surface.
2. A rutted or frozen subgrade or aggregate surface; or
3. Any surface not meeting grade or surface smoothness specifications.
4. Unstable or pumping material is unacceptable. Rework or remove and replace the material prior to placing additional lifts or materials.

B. Pugmill Mixing. Pugmill mix all surfacing aggregates except crushed cover aggregate.

Uniformly mix aggregate surfacing and water in a central plant pugmill mixer. Proportion all blending material, filler, and binder by weight to within ± ½ of 1% of the specified quantity before mixing.

Add the water needed to reach the specified density.

Additional water may be added only once to the aggregate surfacing once it’s placed on the roadway to replace moisture lost to surface evaporation. If additional water is needed, pick up the mixture and remix it in the pugmill.

After pugmilling, transport, place, and spread aggregate surfacing on the roadway.

Spread in maximum 8-inch compacted layers to the required grade and typical section. Spot fill low areas by scarifying roadway, spreading aggregate, and compacting to specified density.

C. Road Mixing. When specified, place, mix and spread the surfacing aggregates on approved surfaces at optimum moisture using motor graders or other approved equipment.

Water may be added to the aggregate to reach optimum moisture during or after crushing.

Once uniformly mixed, spread in maximum 8-inch compacted layers to the required grade and typical cross section. Roller compact the spread layer.

Correct or remove equipment from the work failing to maintain uniform gradation of the material for the entire width and thickness of the roadway.

D. Compaction. Compact aggregate surfacing to 98% of the target density.

The initial target density is the average of the maximum density of at least 2 tests on samples representing the material to be compacted. Maximum density is determined in accordance with MT 230.

The Project Manager may take samples from the materials placed on the roadway. They will be tested, and the results averaged to determine a new target density for the material remaining to be placed.

The Project Manager will establish a target density for each course, grade, and type of surfacing aggregate. A new target density will be established if the aggregate characteristics change.

The Department will test the lift(s) of surfacing aggregate in 2,000-foot long sections based on full typical section width. The in-place dry density of each lift is determined within each section at 10 randomly selected locations. The average of the 10 tests must be a minimum of 98% of the target with not more than 2 out of 10 tests being less than 98% of the target. The number of tests will be pro-rated for sections with partial lengths and widths. In pro-rated sections, the average of the tests must be a minimum of 98% of target density.

Be responsible for controlling compaction and all necessary control testing.

Notify the Project Manager once compaction is complete on a section so it may be tested.

Re-compact sections not meeting density requirements.

Re-compacted sections will be tested at 10 new random locations.

Compaction and testing will continue until the section meets density requirements.

Densities will be determined in accordance with MT 212, MT 218, and MT 230.

E. Finishing. Finish each course of compacted aggregate surfacing to the specified grade and section. The final lift will be accepted in accordance with Subsection 105.08.

Use trimmings on the in-slopes, on sections of uncompleted roadway or return to the pit area. When quantities are measured by the ton excess material returned to the pit is deducted from the pay quantities.

F. Curing. Allow the final lift of crushed aggregate course to cure. The aggregate must meet both requirements:

- Cure for a minimum of 72 hours, and
- Until the in-place moisture content is 2% or more below optimum moisture content or a maximum of 5% final moisture content, whichever is lower.

Meet these requirements prior to aggregate treatment or paving. Notify the Project Manager when a section is complete and ready for Department testing. The in-place soil moisture content will be determined on the final lift of surfacing aggregate in 2,000-foot long

sections. Moisture content will be tested within each section at 10 random locations. Not more than 1 test may be above the target value. The number of tests will be prorated for sections with partial lengths. Additional tests may be taken at the Project Manager's discretion.

The Contractor is responsible for corrective actions on sections not meeting moisture content requirements. After corrective actions have been taken, the sections will be tested at 10 random locations or prorated as determined by the Project Manager.

G. Restrictions. The Project Manager may restrict equipment speed and load weights to prevent damage to existing and new work, public thoroughfares, or safety.

Unstable or pumping material is unacceptable. Rework or remove and replace the material prior to placing additional lifts or materials.

H. Surface Smoothness. Finish the aggregate surface to the specified grade within Table 301-1 tolerances.

TABLE 301-1
SURFACE SMOOTHNESS

Aggregate Size	Tolerance	Distance
1½-inch and larger	+0.08-foot to -0.05-foot	30 feet
Less than 1½-inch	±0.04-foot	60 feet

301.03.6 Shoulder Gravel

Compact shoulder gravel to provide a firm, hard surface. Finish the slope to provide a smooth surface from the edge of pavement to the catch point.

Furnish gravel in accordance with Table 301-2 gradation requirements.

TABLE 301-2
SHOULDER GRAVEL GRADATION REQUIREMENTS

Percentage By Weight Passing Square Mesh Sieves	
Sieve Size	**Percent Passing**
¾-inch	100
No. 4	25-85
No. 200	5-20

Cold milled pavement is not required to meet the above gradation when used as shoulder gravel.

301.03.7 Traffic Gravel

Furnish traffic gravel in accordance with Subsections 701.02.4 or 701.02.8. Traffic gravel is not evaluated in accordance with Subsection 105.03.2.

Place traffic gravel in the locations and quantities directed by the Project Manager.

Milled and/or pulverized plant mix material may be used as traffic gravel in accordance with the following conditions:

1. Submit in writing a detailed plan showing locations for the use of the milled or pulverized material. Include an updated traffic control plan and stockpile locations.
2. Place all milled/pulverized material below the finished subgrade elevation unless approved in writing by the Project Manager.
3. Do not mill/pulverize areas outside the planned limits unless approved in writing by the Project Manager.
4. 100% of the milled/pulverized material must pass the 2-inch sieve.

301.03.8 Aggregate Treatment

Furnish and apply aggregate treatment on aggregate surfaces. Submit the material(s) and application rates to be used for aggregate treatment. The material must bond with the aggregate and the treated surface must be durable under vehicular traffic.

Apply aggregate treatment material and necessary blotter according to the manufacturer's recommendations.

301.03.9 Bridge End Backfill

Place bridge end backfill full width of the roadway embankment typical section to 10 feet behind the base of the pile cap then ascending on a 6H:1V slope. The top of the bridge end backfill is subgrade elevation. When the bridge end backfill does not daylight at an embankment slope to provide drainage, extend the bridge end backfill 3 feet beyond the wingwall and daylight to the slope facing the span. Place bridge end backfill material in conformance with moisture and density requirements of Section 301.

Do not contaminate bridge end backfill with water while performing bridge work.

301.04 METHOD OF MEASUREMENT

See Subsection 151.01.1 for Design-Build Contracts.

301.04.1 Aggregate

Aggregate surfacing, blending material, fillers, binder, water, producing, handling, mixing, hauling, placing, spreading, compacting, trimming, use of trimmings, maintenance, and all necessary incidentals to complete the work is measured by the cubic yard or ton, as specified.

When removing oversize surfacing material from the roadway, the oversize material is measured by the ton returned to the aggregate source and deducted from the total surfacing material placed on the roadway.

A. Measurement by Weight. Aggregate surfacing is measured by the ton in accordance with Subsection 301.03.2(C).

Excess material removed from the roadway and returned to the pit area is deducted from the pay quantities.

B. Measurement by Volume. Traffic gravel and shoulder gravel are measured by the cubic yard. Aggregate surfacing is measured by the cubic yard, in accordance with Subsection 109.01, from:

1. Plan dimensions.
2. Haul vehicles; or
3. In-place roadway or stockpile volumes.

When measured in place, each course thickness of each grade of surfacing aggregate will be measured at random locations in a section. The section length and number of measurements is the Project Manager's discretion. The thickness measurements for each section are averaged and the average must equal or exceed the plan thickness. The minimum measured thickness at any location must be at least plan thickness less ½ the largest aggregate size permitted for the material.

Bring all sections of a completed course not meeting these specifications into compliance before placing the next course.

Aggregate surfacing for small or irregularly shaped areas ordered in writing by the Project Manager, are measured in the haul vehicle in accordance with Subsection 109.01.

Aggregate surfacing to fill in subgrade low areas or placed outside the lines and slopes shown in the contract or established by the Project Manager is not measured for payment.

301.04.2 Bridge End Backfill

Bridge end backfill is measured by the cubic yard.

301.04.3 Compaction

Compaction is incidental to the aggregate surfacing.

301.04.4 Crushed Aggregate Course

The entire aggregate surfacing section will be measured as crushed aggregate course regardless of the construction option selected in accordance with Subsection 301.03.4.

301.04.5 Aggregate Treatment

Aggregate treatment is measured by the square area. Blotter material is not measured separately for payment and is to be included in the bid price for aggregate treatment.

301.05 BASIS OF PAYMENT

See Subsection 151.01.1 for Design-Build Contracts.

Payment for the completed and accepted quantities is made under the following:

Pay Item	Pay Unit
Aggregate	Cubic Yard or Ton
Aggregate Treatment	Square Yard
Bridge End Backfill	Cubic Yard
Crushed Aggregate Course	Cubic Yard or Ton
Shoulder Gravel	Cubic Yard
Traffic Gravel	Cubic Yard

Binder is not measured separately but is to be included in the cost for aggregate material.

Payment at the contract unit price for traffic gravel includes all costs necessary to furnish and place the gravel.

Sale of excess crushed traffic gravel meeting all specifications is the Contractor’s option. Traffic gravel meeting all specifications that is crushed and stockpiled on the project, but not placed or sold, will be paid for at 35% of the contract unit price. Traffic gravel from a commercial source or a source supplying multiple projects and not transported to the project is not measured for payment. If milled/pulverized plant mix is used on any portion of the project, no payment for excess traffic gravel will be made.

SECTION 302
BITUMINOUS PAVEMENT PULVERIZATION

302.01 DESCRIPTION

This work consists of processing the existing plant mix surfacing with existing crushed aggregate course, additional crushed aggregate course, or combination of these to restore the roadway section.

302.02 MATERIALS

Furnish crushed aggregate course in accordance with Subsection 701.02.1 and one of the following subsections:

Crushed Aggregate Course Type "A" Grade 5..... 701.02.4
Crushed Aggregate Course Type "A" Grade 6..... 701.02.4
Crushed Aggregate Course Type "A" Grade 7..... 701.02.4

302.03 CONSTRUCTION REQUIREMENTS

302.03.1 Pulverization

Pulverize the bituminous surfacing to the depth(s) specified in the contract. Pulverize the existing material so that 100% by weight passes a 2-inch sieve.

302.03.2 Equipment

Equipment used to pulverize the existing surfacing must not reduce the aggregate size in the existing surfacing.

302.03.3 Mixing

Add crushed aggregate course as necessary to construct the roadway to the specified typical section and profile grade. Uniformly mix the pulverized material and crushed aggregate course by pugmilling or by using the pulverization equipment.

302.03.4 Compaction

Compact the pulverized mixture in maximum 8-inch compacted lifts to 98% of the target density. The target density will be determined by one of the following methods:

A. Pugmill Mixing. MT 230 determines maximum density when the pulverized plant mix and crushed aggregate course are blended at a constant ratio by pugmill. The initial target density is the average of the maximum density of at least 2 tests on samples representing the material to be compacted.

B. In-place Mixing. MT 219 determines maximum density when in-place pulverized plant mix and crushed aggregate course mixtures are combined at varying ratios.

The Project Manager will determine target densities and moisture corrections. A new target density will be established if the ratio of pulverized material and crushed aggregate course change by more than 20% or the Project Manager determines the pulverized material characteristics or site conditions change.

302.03.5 Testing and Acceptance

Each lift of pulverized mixture material will be divided into 2,000-foot long sections. The in-place dry density of each lift will be determined within each section at 10 randomly selected locations. The average of the 10 tests must exceed 98% of the target density with no more than 2 out of the 10 tests being less than 98% of the target density.

Be responsible for controlling compaction and all necessary quality control testing.

Notify the Project Manager when compaction is complete on a section so it can be tested.

Re-compact sections not meeting density requirements. Re-compacted sections will be tested at 10 new random locations.

Compaction and testing will continue until the section meets density requirements.

302.04 METHOD OF MEASUREMENT

See Subsection 151.01.1 for Design-Build Contracts.

302.04.1 Aggregate

Virgin crushed aggregate course is measured by the ton in accordance with Subsection 301.03.2(C) or by the cubic yard.

302.04.2 Pavement Pulverization

Pavement pulverization is measured by the square yard based on the bottom width of the pulverized material. The contract unit price may be adjusted if the Project Manager issues a written order for the following:

1. The average pavement depth varies by more than 0.10-foot from plan; or
2. Increase or decrease to the pulverization depth.

302.05 BASIS OF PAYMENT

See Subsection 151.01.1 for Design-Build Contracts.

Payment for the completed and accepted quantities is made under the following:

Pay Item	Pay Unit
Crushed Aggregate Course	Ton or Cubic Yard
Pavement Pulverization	Square Yard

SECTION 303
STOCKPILED SURFACING AGGREGATE

303.01 DESCRIPTION

This is stockpiling surfacing aggregates at the specified location.

303.02 MATERIALS

Furnish materials in accordance with Subsection 301.02 and the contract requirements.

303.03 AGGREGATE STOCKPILING METHODS

Clear stockpile sites of weeds, roots, stumps, rocks, and other contaminating matter. Dispose of this material in accordance with Subsection 201.03.5 or level as directed.

Make the stockpile floor firm, smooth, well drained, uniform in cross-section, and able to support the stockpile.

Place an aggregate bed on the floor to prevent stockpile contamination.

Construct stockpiles in at least 3 layers. Place each layer approximately 4 feet high before starting the next layer. Prevent each layer from spilling down over the next lower tier.

Do not drop material stockpiled by conveyor more than 12 feet. Deposit the material in succeeding merging cone piles. Do not permit the piles to exceed 12 feet in height. Level each completed layer to 4 feet thick.

Operate stockpiling trucks to produce a stockpile width that exceeds the single dump trucks width. Do not dump over the stockpile sides.

Maintain separation between different gradation stockpiles to prevent aggregates from intermingling.

Use equipment and methods to prevent segregation, degradation, or contamination of the aggregate when constructing stockpiles or delivering materials.

Department sieve test samples are taken from the stockpile to determine degradation.

Re-mix and re-stockpile segregated stockpiles.

Bring stockpiled material failing specifications back within specifications at Contractor expense.

303.04 METHOD OF MEASUREMENT

See Subsection 151.01.1 for Design-Build Contracts.

Stockpile surfacing aggregate is measured at the stockpile site by the ton or cubic yard in accordance with Subsection 301.04.1.

303.05 BASIS OF PAYMENT

See Subsection 151.01.1 for Design-Build Contracts.

Payment for the completed and accepted quantities is made under the following:

Pay Item	Pay Unit
Aggregate	Ton or Cubic Yard

SECTION 304
CEMENT TREATED BASE

304.01 DESCRIPTION

This work is producing and placing one or more courses of a mixture of water, hydraulic cement, and aggregate or soil on a prepared surface in conformity with the lines, grades, and thicknesses established in the contract.

304.02 MATERIALS

304.02.1 Cement

Furnish Type I or II Portland cement listed on the QPL, in accordance with Subsection 551.02.1. Blended hydraulic cement that conforms to one of the following may be substituted:

AASHTO M 240 Type IL, Type IP, Type IS, or Type IT

ASTM C1157 Type GU or Type MS

Supplementary cementitious materials meeting the requirements of Subsection 551.02 may be used to replace a maximum of 25% of the cement by weight.

304.02.2 Water

Furnish water in accordance with Subsection 713.01 requirements.

304.02.3 Aggregate

Obtain aggregates from sources in accordance with Section 106 requirements to produce aggregates in accordance with Subsection 701.02.9 requirements.

Stockpile aggregates in accordance with Subsection 303.03.

304.02.4 Blending Material

Blending material, consisting of selected natural or crushed mineral aggregate may be combined with the produced aggregate to meet gradation requirements. For fine aggregate passing the No. 40 sieve; the liquid limit may not exceed 30, and the plasticity index may not exceed 7, tested in accordance with AASHTO T 89 and AASHTO T 90.

304.02.5 Composition and Proportioning

Develop and submit a proposed CTB or Cement Treated Pulverized Base mix design for approval. Develop a mix design with cementitious materials content that:

- Ensures a 7-day unconfined compressive strength of 500 – 1,500 psi in accordance with MT 216, and
- Is a minimum of 4.5% the weight of the dry aggregate.

Include the following items as part of the mix design submittal:

1. Cement and fly ash certifications.
2. Optimum moisture content and maximum density determined in accordance with AASHTO T 134.
3. Aggregate gradations determined in accordance with MT 202;
4. Soil-cement losses, moisture changes, and volume changes (swell and shrinkage) produced by the repeated wetting and drying of hardened soil-cement specimens determined by AASHTO T 135.
5. Soil-cement losses, moisture changes, and volume changes (swell and shrinkage) produced by the repeated freezing and thawing of hardened soil-cement specimens determined by AASHTO T 136. The maximum freeze/thaw weight loss is 14%.
6. 7-Day compressive strength tests determined in accordance with MT 216.
7. Atterberg limits determined in accordance with AASHTO T 89 and AASHTO T 90; and

8. Sand equivalent determined in accordance with AASHTO T 176 alternate method No. 2 using stock solution with formaldehyde.

Acceptance of the mix design will be based on a review of the submitted results for all the above testing procedures.

Do not place CTB until the submitted mix design has been approved.

304.03 CONSTRUCTION REQUIREMENTS

304.03.1 Aggregate Production, Testing, and Acceptance

A. General. Perform all work meeting the approved job-mix target values within the specified tolerances.

Sample and test aggregates during production to control gradations.

B. Acceptance Sampling and Testing. The Project Manager will randomly select samples of the stockpiles taken by the Contractor and witnessed by an Inspector, for acceptance of the aggregate's physical properties, excluding combined gradations. Aggregate gradation samples will be taken before hydraulic cement and water are added to the mixture. Provide aggregate samples as directed by the Project Manager using an aggregate sampling device, just before the aggregate enters the pug mill mixer.

The approximate quantity represented by each sample is 1,500 tons. Additional samples may be taken and tested.

The quantity represented by 5 samples will represent a lot whenever production schedules and material continuity permit. The Project Manager may establish a lot consisting of a quantity represented by 3 to 7 consecutive samples when there are short production runs, significant material changes, or other unusual characteristics of the work.

C. Acceptance. CTB is evaluated for gradation requirements on a lot-by-lot basis. Acceptance is determined in accordance with Subsection 105.03.2.

304.03.2 Weather Limitations

Do not mix or place CTB when the ambient temperature is below 40 °F or the ground temperature is below 35 °F. Do not mix or place cement treated base when the weather forecast for the project site includes a predicted temperature of 25 °F or below for the following night.

Do not incorporate frozen aggregate in the CTB or place on a frozen subgrade.

304.03.3 Subgrade Preparation

Prepare the subgrade in accordance with Section 203.

Trim the subgrade to the thickness tolerances in accordance with Subsection 304.03.4.

304.03.4 Mixing and Placing

Mix the CTB in a central plant.

Proportion the aggregate and cement by weight. Water may be proportioned by weight or by volume.

Use weigh systems and meters accurate to within ± 0.5% of the total quantity batched and are equipped to indicate the total quantity of each ingredient batched between one-half and 10 hours.

Calibrate the feed system before production mixing begins.

Periodically verify the mix ingredient proportions from the weigh indicators.

Produce CTB having a minimum of 4.5% cementious materials. Maintain cementious content to within ± 0.5% of the job mix target at any periodic check and within ± 0.3% for each day's production. Mixing will be suspended until corrections are made if the cement content is not maintained within the above tolerances.

Do not lower cement content during production that will result in freeze/thaw losses exceeding 14% based on mix design testing.

Uniformly mix aggregate, cement, and water. Modify mix procedures when evidence of a non-uniform mix is identified.

Place CTB in 4 to 8-inch compacted lifts. Place all lifts required to achieve full depth within 48 hours. Replace any partial depth section damaged prior to placement of successive lifts as directed by the Project Manager at Contractor expense. Keep the compacted material of previous lifts moist until placement of successive layers. Keeping lower layers moist or furnishing and applying curing seal to partial depth layers is incidental to the CTB.

304.03.5 Compaction

Compact the CTB to 98% of the maximum dry density within 2 hours of mixing.

The moisture and density relationship are determined in accordance with AASHTO T 134 using samples taken from the aggregate stockpiles before starting mixing operations. If a moisture and density test varies from the running average (as determined in accordance with MT 216) during production, a new moisture-density relationship will be determined.

Moisture and density tests will be taken in accordance with MT 212 on the roadway approximately every 750 yd^3. Five tests will represent one lot of production.

Remove and re-process any un-compacted sections where the weather or contractor operation has increased the average moisture content above optimum by more than 1%. Removed mix may be re-processed as aggregate for producing CTB.

If the density of any section is less than or equal to 95% of the maximum dry density, 2 additional tests will be taken in that section and the average of all 3 test results will represent the section. The average density for the 3 tests must be at least the specified density, with none of the 3 tests less than 93% of the maximum dry density. Remove any section with an average density less than or equal to 95% of the maximum dry density. Removed mix may be re-processed as aggregate for producing cement treated base.

CTB with densities between 95% and 98% is evaluated on a lot-by-lot basis in accordance with Subsection 105.03.2.

304.03.6 Finishing

Shape the compacted surface to the specified lines, grades, and cross sections.

Finish and compact to produce a smooth, dense surface free of compaction planes, cracks, irregularities, or loose material.

Complete the surface finishing within 2 hours of compaction.

Scarify and re-compact surface deformations in the base caused by equipment.

Do not permit the moisture content to fall below the specified optimum during finishing. Apply water in a uniform fog spray.

304.03.7 Construction Joints

Construct straight vertical-faced transverse joints at the end of each day's work and when CTB operations are delayed or stopped for more than 2 hours. Do not place additional material until the transverse joint has been approved by the Project Manager.

Construct straight vertical faced longitudinal joints in compacted material that has been in place for more than one hour by cutting vertically approximately 3 inches from the existing edge. Dispose of the cut material in accordance with Subsection 304.03.12.

Moisten joints prior to placing adjacent CTB material. Repair all construction related damage to finished sections of the CTB at Contractor expense.

304.03.8 Protection and Curing

When the CTB is finished to grade, apply the specified bituminous curing seal at 0.15 to 0.25 gal/yd^2.

Keep the CTB surface moist between the final compaction and application of the curing seal. Apply the curing seal within 48 hours of finishing the cement treated base to grade.

Before applying the curing seal, ensure the base surface is tightly knit, free of all loose material, and has sufficient moisture to prevent asphalt penetration.

Apply the specified blotter material at approximately 15 lb./yd^2 when directed.

The actual application rate of curing seal and blotter may be adjusted by the Project Manager.

Remove CTB areas that have absorbed the curing seal, down to a hard, clean surface, within 24 hours of the curing seal application. Re-moisten and patch the area with approved cement treated material. Re-apply the curing seal as directed by the Project Manager.

Apply the curing seal and blotter material in accordance with Section 409.

304.03.9 Curing Period

Do not perform any work on the CTB for 3 calendar days after the curing seal is applied. Do not place pavement on the CTB until the compressive strength reaches 400 psi.

304.03.10 Maintenance

Maintain the finished surface and seal before placing the wearing course. Make all repairs or patches to the full depth of the base. Repair damage to the curing seal or cement treated base as directed by the Project Manager at the Contractor's expense. Remove any loose material from the CTB surface prior to paving operations.

304.03.11 Surface Smoothness and Thickness Requirements

Finish CTB in accordance with Subsection 105.08.

304.03.12 Use of Trimmed Material

CTB trimmings may be used for shoulder construction in lieu of aggregate, subject to the following:

1. The shoulder subgrade is prepared in accordance with Subsection 304.03.3.
2. Hardened material is reworked to the maximum size specified for aggregate placed on the shoulder.
3. The trim material does not exceed 25% of the shoulder aggregate depth.
4. The trim material is uniformly distributed in the shoulder area before spreading additional shoulder material.

304.03.13 Cement Treated Pulverized Base

When required by the Contract, process the existing plant mix surfacing with the existing base course and/or add crushed aggregate course and cementitious material as needed to restore the roadway section to the grade and dimensions shown in the Contract.

A. Requirements. Use equipment capable of pulverizing and mixing road sections to the depths shown in the plans. The equipment must be able to utilize a water spray or injection system capable of uniformly mixing the water, pulverized material, and cementitious material together. Meet the construction requirements of Section 304 with the following exceptions:

1. Begin production at the mix design targets for cementitious material and moisture content. Adjust cementitious material and moisture content as directed by the Project Manager to get compressive strengths between 500 and 1500 psi as tested in accordance with MT 216. Changes in the amount of cementitious material used must be approved by the Project Manager.
2. Immediately suspend operations due to detrimental weather conditions (e.g., wind and/or rain).
3. Spread cementitious material uniformly on top of the pulverized surface. The spreading operation cannot exceed 1000 feet ahead of the pulverizing operation.

4. Perform mixing of cementitious material and pulverized base with pulverizing equipment.
5. Shape the compacted surface to the specified lines, grades, and cross sections meeting the requirements of Subsection 105.08.
6. Do not perform any subsequent work on the completed roadway sections until accepted by the Project Manager.

Water must be introduced at the mixing stage. Water added after mixing and prior to compaction will not be allowed. Complete compaction within 2 hours after re-mixing is complete.

B. Sequencing.

1. Pulverize the road to the specified depth and width as shown in the plans.
2. Uniformly place cementitious material across the width of the roadway section on top of the pulverized base.
3. Re-mix the pulverized sections and cementitious material with the pulverizing equipment.
4. Compact the re-mixed and completed sections.
5. Shape completed sections to the specified grade.
6. Apply the curing seal and blotter.

304.03.14 Testing and Acceptance of CTB

Samples for determining the compressive strength will be taken in accordance with MT 201. Test method MT 216 will be used to mold cylinders for strength testing.

The approximate quantity represented by each sample is 750 yd^3. Additional samples may be taken and tested.

The compressive strength tests will be conducted at 7 days and the material represented will be accepted or rejected in accordance with Table 304-1. Any corrective action is at Contractor expense.

The Contractor may make additional cylinders to determine strength gain and to maintain quality control.

TABLE 304-1
PAY FACTORS FOR CTB

Cement Treated Base Lot Acceptance Strength, x psi	
Strength, x (psi)	**Strength Pay factor, PF**
x > 2000	PF = 0.90
2000 ≥ x ≥ 500	PF = 1.0
500 > x ≥ 400	$PF = \frac{1.0 - 0.50(500 - x)}{100}$
x < 400	PF = 0, remove and replace

304.04 METHOD OF MEASUREMENT

See Subsection 151.01.1 for Design-Build Contracts.

304.04.1 Cement Treated Base

CTB is measured by the cubic yard of in-place volume.

CTB placed outside the lines and grades shown in the contract or established by the Project Manager is not measured for payment.

No measurement is made of the width required for forms or equipment operations.

Gravel used in trimmings and lateral support sections outside the planned typical section dimensions is not measured for payment. Blending material is not measured for payment.

304.04.2 Curing Seal

Curing seal is measured by the gallon or by the ton in accordance with Subsection 409.04.1.

304.04.3 Blotter Material

Blotter material is measured by the square yard based on the length and width of CTB placed and accepted.

304.04.4 Cement Treated Pulverized Base

Cement Treated Pulverized Base is measured by the square yard based on the designated width shown in the plans.

Crushed Aggregate Course is measured by the cubic yard as a predetermined pay quantity as described elsewhere in this contract.

Portland cement is measured by the ton in accordance with Subsection 109.01. Fly ash, if included, is measured by the ton and the quantity added to the measured quantity of Portland cement.

304.05 BASIS OF PAYMENT

See Subsection 151.01.1 for Design-Build Contracts.

304.05.1 Cement Treated Base

Payment for the completed and accepted quantities is made under the following:

Pay Item	Pay Unit
Blotter Material	Square Yard
Cement Treated Base	Cubic Yard
Curing Seal	Gallon or Ton

No separate payment will be made for cement, fly ash, blending material or surface preparation. Include the cost in the unit price bid for CTB.

304.05.2 Cement Treated Pulverized Base

Payment for the completed and accepted quantities is made under the following:

Pay Item	Pay Unit
Blotter Material	Square Yard
Cement Treated Pulverized Base	Square Yard
Cement	Ton
Crushed Aggregate Course	Cubic Yard
Curing Seal	Gallon or Ton

No separate payment will be made for blending material or surface preparation. Include the cost in the unit price bid for CTPB.

DIVISION 400 BITUMINOUS CONSTRUCTION

SECTION 401
PLANT MIX SURFACING

401.01 DESCRIPTION

This work is producing, furnishing, placing, and compacting plant mix asphalt pavement.

Plant mix pavement is 1 or more courses of plant mixed aggregate, hydrated lime, chemical additive if used, and bituminous material, placed and compacted on a prepared foundation.

Warm mix surfacing (warm mix) is plant mix surfacing which has been modified with additives or processes that allow a reduction in the temperature at which plant mix surfacing is produced, placed, and compacted.

401.02 MATERIALS

Provide aggregate from sources meeting the Section 106 requirements.

The Contractor is responsible for all sampling, quality control testing, and control of the aggregate. Furnish the Project Manager the quality control test results upon request.

Ensure that the aggregate, when combined at the job mix formula (JMF), meets

Table 701-15, and Subsection 701.03.1.

401.02.1 Aggregate

Meet aggregate requirements in accordance with Subsection 701.03.

For commercial and non-commercial mix, when no aggregate size is specified, use either ½-inch or ¾-inch nominal aggregate sizes.

When ¾-inch non-commercial plant mix is specified, the Contractor may request to substitute ½-inch non-commercial plant mix for the ¾-inch non-commercial plant mix prior to submitting a mix design. The Department will execute a no cost change order replacing the ¾-inch plant mix item with the ½-inch plant mix item.

401.02.2 Hydrated Lime

Furnish hydrated lime from a supplier listed on the QPL and in accordance with Subsection 713.02.

401.02.3 Asphalt Binder

Furnish asphalt binder in accordance with Section 402 and the contract. If the grade of binder is not specified in the contract, furnish MSCR PG 58H-34.

Asphalt binder modified with warm mix additives will be tested with the additives and must meet the contract requirements.

401.02.4 Additives for Warm Mix

Comply with the warm mix technology manufacturer's recommendations for incorporating additives and/or processes when producing warm mix. Comply with manufacturers' recommendations regarding receiving, storage, and delivery of warm mix additives. Mix warm mix at a minimum temperature of 220 °F and within the range recommended by the manufacturer and approved by the Department. Use asphalt additives listed on the QPL to produce warm mix.

Use foaming technology that is manufactured and marketed for the purpose of producing warm mix.

Ensure a manufacturer's technical representative is present during production and placement of warm mix for at least the first 10,000 tons of mix placed and as directed by the Project Manager for the remainder of the project. This requirement may be waived if successful experience in warm mix construction is demonstrated.

In addition to the information specified in Subsection 401.03.1, provide the following information at least 30 calendar days before warm mix production:

1. Warm mix technology and/or warm mix additives information.
2. Manufacturer's established recommendations for usage.
3. Manufacturers' established target rate for water and additives, the acceptable variation for production, and documentation showing the impact of excessive production variation.
4. Warm mix technology material safety data sheets.
5. Temperature ranges for mixing and compacting.
6. Asphalt binder performance grade test data over the range of warm mix additive percentages proposed for use.
7. The warm mix design and testing sample preparation may differ from conventional hot mix asphalt. Provide manufacturer's sample preparation recommendations for warm mix design and testing; and
8. Include the binder supplier's recommendations for warm mix additive content, methods for incorporating warm mix additive into mix design samples and mixing and compaction temperature ranges.

401.02.5 Binder Replacement

A portion of the asphalt binder may be obtained from either RAP and/or recycled asphalt shingles (RAS). Do not use RAS when producing warm mix. Inclusion of recycled materials will be evaluated by "percent binder replacement", defined as the ratio of the recycled binder to the total binder. Meet the requirements of the Table 401-1.

TABLE 401-1
MAXIMUM ALLOWABLE PERCENT BINDER REPLACEMENT

Recycled Material	Replacement Allowed	
	Lower Layers	Upper Layer (top 0.15-feet)
RAS (used alone)	15	15
RAP	35	25
RAP and RAS (combination)[1]	25	25

Note: 1. When using RAS in combination with RAP, ensure the RAS does not exceed 3% by weight of the total aggregate blend.

If binder replacement is included in the job mix formula and the final mix, meet all of the plant mix requirements. Utilize separate stockpiles and feeds for each recycled component.

It is recommended that at least 2 separate RAP stockpiles be produced.

Furnish RAS in accordance with AASHTO MP 23. The specific gravity of the RAS may be obtained in accordance with AASHTO R 114. If RAS is used, meet the requirements of Table 401-2:

TABLE 401-2
TABLE OF GRADATIONS - RAS

Percentage By Weight Passing Square Mesh Sieves	
Sieve Size	Percent Passing
⅜-inch	100
No. 4	93

401.02.6 Emulsified Asphalt

Furnish an emulsified asphalt, when required, meeting the requirements of Section 702.

401.03 CONSTRUCTION REQUIREMENTS

A. Pre-Pave Meeting. Schedule a pre-paving meeting to be held at least 72 hours before paving starts. The minimum required attendees are the superintendent, foreman, other contractor personnel that will supervise the paving operations, traffic control foreman, and key Department inspection personnel. The purpose of the meeting is to review specification requirements, lines of communication, discuss paving plan, quality control, aquatic resources, traffic control, safety, and sampling.

B. General. Produce plant mix in accordance with Table 701-15, Table 701-16 Table 701-17, Table 701-18 and Contractor's Proposed Volumetric Targets (form MDT-CON-401-03).

Produce plant mix in a plant capable of accurately proportioning and uniformly mixing all ingredients. Do not begin plant mix production until receiving notification that the Department's mix design verification is complete.

For commercial mix, produce plant mix with actual asphalt binder content within +/- 0.3% of the mix design or field established job mix formula.

For non-commercial mix, set the initial job mix targets before producing more than 2000 tons of plant mix surfacing. Plant mix produced prior to setting initial targets is defined as start-up mix. Submit the Contractor's Proposed Volumetric Targets (form MDT-CON-401-03) with the proposed job mix targets for VMA, VFA, VTM, and D/A. Once the job mix targets are set, Quality Assurance (QA) will be applied to all subsequent plant mix produced. No pay incentive will be applied to the plant mix until the targets are set. Produce start-up mix meeting the criteria listed in accordance with the Start-Up Job Mix Range in Table 701-18. A Hamburg wheel track test (Hamburg) will be performed in accordance with Subsection 401.03.2 when the produced mix does not meet all the criteria specified in accordance with the start-up job mix range in Table 701-18.

The Contractor may revise the job mix targets one time during the contract. Submit revised job mix targets no later than 2 business days following completion of plant mix production, or initial job mix targets will be used to determine payment. If more than one project is included in the contract (tied projects), the job mix targets may be revised for each project only if the projects use different mix designs. Submit form MDT-CON-401-03 with the revised job mix targets for VMA, VFA, VTM and D/A. The revised targets will be applied retroactively to all plant mix produced after the initial targets are set, and payment will be recalculated.

No monetary, time or other compensation will be allowed for Department actions required due to the setting of initial targets, (e.g., P-value shutdowns, etc.).

401.03.1 Mix Design

Submit an asphalt mix design following AASHTO R 35 and meeting AASHTO M 323, as modified in section 701. Use the Bituminous Mix Design (form MDT-MAT-009) as a mix design cover sheet. Ensure all fields are completed. The mix design and cover sheet may be submitted electronically. Mix designs submitted without the cover sheet or submitted with a cover sheet that doesn't contain all the applicable information will be rejected. Include the asphalt binder supplier's recommended mixing and compaction temperature ranges. This compaction temperature range is for testing purposes only. Choose the design air voids target to be the lowest value, within the range of 3.4 to 4.0, ensuring all other criteria are met. Report the dust-asphalt ratio (D/A) for the target asphalt content. The mix design is to be produced on a total weight of mix basis. On contracts with multiple gravel sources, or combination of gravel sources, provide a mix design and meet all the requirements for each source or combination of sources and suppliers. For mix designs using binder replacement, furnish the asphalt content and gradation of each recycled component and furnish the total asphalt content and Job Mix Formula gradation including the RAP/RAS. Furnish all specific gravities.

Furnish samples of material from each stockpile. Ensure samples represent the stockpiles and mix design to be used on the project, including any recycled materials (RAP/RAS). Provide at least 800 pounds of aggregate, which can be appropriately proportioned to match the mix design and JMF according to MT 336. If the aggregate submitted cannot be appropriately proportioned to the submitted JMF, the mix design will be rejected, and the mix design verification process will start over. A total weight of 600 pounds is allowed if the mix design includes Hamburg testing results. Furnish 5 gallons of the specified asphalt binder or indicate consent to use binder of the same source and grade provided from the Department's supply. Furnish 5 pounds of hydrated lime or indicate consent to use lime of the same source provided from the Department's supply.

The Department has 30 calendar days from receipt of the mix design materials and signed mix design documents to review/verify the mix design. Mix design verification consists of:

- Verifying less than 13.0 mm of rut in accordance with Table 701-17 during Hamburg testing.
- A review of the submitted mix design documents to ensure all applicable design and aggregate requirements have been met; and,
- Testing of the submitted aggregate for conformance with Subsection 701.03.

Hamburg test results may be submitted with the mix design. Ensure Hamburg testing is done in accordance with MT 334. When submitting Hamburg results with the mix design, certify the loose mix was not allowed to cool below the recommended compaction temperature after being heated to mixing temperature and then reheated before compaction into Hamburg test specimens. Additionally, certify the loose mix was not aged longer than 2 hours +/- 5 minutes, in accordance with AASHTO R 30 Section 7.1 - Short Term Mixture Conditioning. The Department reserves the right to verify any Hamburg results.

Use AASHTO T 283 to determine the mixture resistance to moisture induced damage, modified to compact the 6-inch diameter specimens to 3.75 inches ± 0.20-inch, at 7 ± 1.0% air voids. Meet a tensile strength ratio of 0.7 or greater.

Tensile strength ratio test results do not have to be submitted with the signed mix design documents but must be received and reviewed before a mix design will be considered verified.

If the Department does not complete its review/verification within 30 days, contract time will be extended for the actual contract time the Contractor's paving start date was delayed, as verified by their most recent submitted schedule, and only for contract time assessed after the 30-day verification time frame. No additional compensation is allowed for these Department-caused delays. Contract time will not be extended if the delay occurs between November 1st and April 15th.

A change in the asphalt supplier or aggregate source(s) will not require a new mix design, provided no change in the established job mix targets is requested, and the aggregate and Hamburg requirements are met. Furnish QC data for review and/or material samples for testing as requested by the Department. If a change in the asphalt supplier or aggregate source is requested after original mix design verification by the Department but before production begins, a new mix design is not required, however, targets must be set before laydown operations begin and all mix will be considered production mix. During start up, establish job mix targets immediately if changing asphalt supplier or aggregate source prior to setting initial targets on non-commercial mix projects. For commercial mix, any mix produced after a change in supplier will be considered production mix and subject to full disincentives. Provide the apparent and bulk dry specific gravities and absorption for the aggregate, and the specific gravity for asphalt binder when there are changes in the source(s).

In the event a stockpile from the original aggregate source is depleted during production and the stockpile is replenished by additional crushing from the original source, furnish aggregate QC data for review and submit aggregate samples as requested by the Department. If the crusher used for the additional aggregate must be mobilized to perform additional crushing, cease all paving operations until enough aggregate has been crushed to finish production. The Department reserves the right to require re-verification testing, or a new mix design based on a review of the submitted

QC data and Department aggregate test results. Any paving after stockpile depletion and before the Department's review is at the Contractor's risk.

In lieu of developing a new mix design, a previous Department verified mix design may be requested for transfer. To be eligible for transfer, a transferred mix design must:

- utilize the same material properties.
- the material properties must come from the same sources.
- the material properties must be in the same proportions as the original mix design; and
- the mix design must have been verified or re-verified within 3 years prior to the transfer request.

Any request for transfer must be made at least 10 business days in advance of paving. Mix design transfers will not be considered if the design traffic warrants different mix design criteria. Approval for transferring a mix design is at the discretion of the Department and may require Hamburg testing or aggregate consensus properties re-verification. Proposed transfers with variations to the original mix design such as asphalt supplier, binder grade, or other factors such as changes to the crushing operation which could create uncertainty in the performance of the mix design will be subject to re-verification testing. When submitting a request for a mix design transfer, furnish quantities from each stockpile to produce a 300-pound sample if the Department determines Hamburg or aggregate consensus properties re-verification is necessary. Submit the Mix Design Cover Sheet (form MDT-MAT-009) with any mix transfer request.

401.03.2 Hamburg Wheel Track (Hamburg) Testing and Acceptance

A. Hamburg Testing. Furnish plant mix that complies with Subsection 401.03.2(B). Furnish a sample of plant mix surfacing material for Hamburg acceptance after initial job mix targets have been established for non-commercial mix and as directed for commercial mix. Furnish additional samples as directed by the Project Manager. The Department may require Hamburg samples at any time. Hamburg samples may be run on the applicable gyratory pucks and/or in-place mix represented by the pucks.

At the time of initial target set the Department will perform Hamburg testing on the applicable gyratory pucks first as a screening tool. If Hamburg results from the gyratory pucks meet the specifications the material is considered acceptable, and paving may continue. If Hamburg results from the gyratory pucks do not meet specifications, the Department will perform Hamburg testing on representative in-place mix using 6-inch or 10-inch diameter cores. The Contractor may elect to take cores at the time of the Target Set to facilitate a quick turnaround of results in the event the gyratory pucks fail. Testing of gyratory pucks may be waived for testing of cores, however, the results from cores will be final in that scenario.

If Hamburg results from the representative cores meet specifications the material is considered acceptable and paving operations may continue. If Hamburg results from the representative cores do not meet specifications the material is considered unacceptable and will be evaluated according to 401.03.2(B). Hamburg test results for the initial target set will be furnished to the Contractor within 7 business days. Hamburg test results in all other cases will be furnished to the Contractor as soon as they are available.

B. Hamburg Acceptance. Furnish plant mix that does not exceed 13.0 mm of rut in accordance with Table 701-17 during production Hamburg testing. Plant mix that exceeds 13.0 mm of rut is considered failing material. Remove and replace failing material, as directed, at Contractor expense. The Department may take additional Hamburg samples to determine the extent of the failure and the amount of material to be removed and replaced.

Adjust operations to produce plant mix meeting specifications after a failing Hamburg test and produce no more than 300 tons of plant mix until passing Hamburg results are achieved. When 2 consecutive Hamburg samples do not meet specifications suspend production and

submit a revised mix design and samples for verification and Hamburg testing. The initial mix design requirements will be used for verification. Do not resume production until the revised mix design is verified and Hamburg mix design requirements are met. Plant mix lots represented by samples that do not meet Hamburg specifications are not eligible for QA incentives including ride and density incentives.

The Department will evaluate and consider volumetric and density test results as well as applicable pavement design criteria to determine an acceptable course of action.

1. For all 58V-34 binder grades on NHS routes: Remove and replace any plant mix represented by a failing Hamburg test.

At the Department's discretion, failing material may be left in place at a reduced price according to the criteria listed below.

2. For all binder grades not on NHS routes: The number of wheel passes when the rut depth reaches 13.0 mm will be used to determine the reduced price pay factor. The pay factor for the material represented by each test is determined from Table 401-3.
3. For the following areas, materials represented by Hamburg tests exceeding 13.0 mm of rut between 6000 and 8000 passes may remain in place at a 0.5 pay factor:
    - Roadway shoulders, any mix placed in the same paver pass as the failing shoulder mix that is within the travel lane must either be removed and replaced or be accepted separately in accordance with this section if the shoulder material is left in place.
    - Plant mix layers below 0.25 feet from the finished surface of plant mix.
4. Remove and replace all plant mix exceeding 13.0 mm of rut in less than 6000 passes.
5. Non-vehicular paths (bicycle, pedestrian, or shared use) are not subject to Hamburg testing.

TABLE 401-3
HAMBURG TESTING PAY FACTORS

PG 58-XX and 64-XX	
# of wheel passes	**Pay factor**
x ≥ 10,000	PF = 1.0
10,000 > x ≥ 8,000	$\mathrm{PF} = 1.00 - \frac{0.50(1000 - \mathrm{x})}{2000}$
x < 8,000	PF = 0, Remove and Replace

Table 401-3 is not applicable if the entire plan thickness section of plant mix is not completed prior to winter suspension.

401.03.3 Test Procedures

Plant mix will be evaluated in accordance with the following test procedures:

MT 303 - Sampling Bituminous Materials

AASHTO T 166 - Method of Test for Bulk Specific Gravity of Compacted Bituminous Mixtures

MT 319 - Ignition Oven Burn Procedure

MT 320 - Gradation of Aggregate Recovered by MT 319

MT 321 - Maximum Specific Gravity of Bituminous Mixtures (Rice Method)

MT 328 - Method of Establishing Field Target Density for Plant Mix Surfacing Density Control

MT 332 - Gyratory Compaction of Bituminous Mixtures

MT 334 - Wheel Tracking Test Procedure (Hamburg Device)

MT 336 – Method of Batching Asphalt Aggregate for Mix Design Verification

When material is tested in accordance with MT 332, if the height of gyratory specimens is out of tolerance, an evaluation will be conducted to determine if the specimen will be retained or discarded. The Department will check plant production information, test equipment, processes, calculations, etc. for issues. If a problem is noted in processes controlled by the Contractor, the test will be considered valid. If a problem is found with the testing or other Department process, or no issues with Contractor production are identified, the test will be redone on material from the same sample, if possible. If a non-correctable testing problem is found, the specimen will be discarded.

401.03.4 Composition of Mixtures

A. Job Mix Formula. Establish target asphalt binder, warm mix additive content (if applicable), and aggregate gradation. Base the target asphalt binder content on design and field gyratory mix test results. Mix design specific gravities will be used during plant mix production unless otherwise directed by the Project Manager.

Include 1.4% hydrated lime by total weight of mix as part of the aggregate gradation.

B. Sampling. Furnish samples of plant mix surfacing in accordance with MT 601 as directed by the Project Manager. The Project Manager will randomly select when plant mix samples are taken. Sample in accordance with MT 303. A Department Inspector will witness plant mix sampling. Furnish the sample to the Inspector immediately after it is taken or, upon Project Manager directive, deliver the sample to the Department's designated test location after the Inspector seals the sample in a tamper proof container.

Plant mix sampling will begin as soon as plant mix is delivered to the project.

401.03.5 Acceptance Commercial Plant Mix Surfacing

The asphalt content used for calculations is determined in accordance with MT 319. The D/A is calculated in accordance with MT 319, and the gradation determined in accordance with MT 320 on the aggregate remaining after the ignition oven test.

For the first 1000 tons, a $3.00/ton maximum price reduction in the unit bid price for plant mix surfacing will be applied for any mix represented by a test not meeting the VMA, VFA, VTM, or D/A specified. A $3.00/ton price reduction ($9.00/ton maximum) in the unit bid price for plant mix surfacing will be applied to any subsequent mix for each test not meeting the VMA, VFA, VTM, or D/A specified. Price reductions will be assessed on the quantity of material represented by each failing sample. The quantity of material represented by each sample is the total tons of material produced divided by the total number of samples representing the material.

A minimum of 1 volumetric sample will be taken on permanent crossovers and projects with a plan quantity of 500 tons or more and samples will be tested at a minimum rate of one per 2,000 tons. Compact according to Subsection 401.03.21.

Commercial plant mix will not be tested for volumetrics where the volume is less than 500 tons. Acceptance in these areas will be based on conformance with the established mix design proportions or agreed upon adjustments. Compact these areas to at least 93.0% of the Rice Gravity with the following exception:

- 92.0% - any mix placed directly on a crushed aggregate surfacing.

Compaction verification testing will be performed as determined necessary by the Project Manager.

401.03.6 Acceptance of Non-Commercial Plant Mix Surfacing (QA)

For the start-up mix, a $3.00/ton price reduction ($9.00/ton maximum) in the unit bid price for plant mix surfacing will be applied for each test not meeting the VMA, VFA, VTM, or D/A specified. Price reductions will be assessed on the quantity of material represented by each failing sample. The quantity of material represented by each sample is the total tons of start-up mix produced divided by the total number of samples representing the material.

Once targets have been set, the properties listed in Table 701-18 for non-commercial plant mix are designated for acceptance on a lot-by-lot basis in accordance with Subsection 105.03.2. The pay factor in Table 401-4 is applied to plant mix surfacing lots for VMA, VFA, VTM and D/A. The asphalt content used for calculations is determined in accordance with MT 319. The D/A is calculated in accordance with MT 319, and the gradation determined in accordance with MT 320 on the aggregate remaining after the ignition oven test.

The approximate mix quantity represented by each sub-lot is 1,000 tons. The quantity represented by 5 tests or approximately 5,000 tons of mix constitutes a lot whenever production schedules and material continuity permit. A lot represented by 3 to 7 consecutive random sub-lots will be established when there are short production runs, significant material changes, or other unusual characteristics of the work.

All other contract items are evaluated for acceptance in accordance with the applicable specifications covering those items.

Each element of a lot will be evaluated for pay adjustments.

All the individual test results in the lot for the element to be evaluated will be averaged, and the percent of price reduction for the lot determined by the applicable formula.

F is the price reduction factor to be applied for each element as shown in Table 105-2 and Table 401-4.

TABLE 401-4
TABLE OF PAY FACTORS

Incentive Item	"F" Factor	Maximum Pay Factor
VMA	6	1.02
VFA	2	1.02
VTM	6	1.02
D/A	30	1.02

When adjustments are being made for one of the two reasons in accordance with Subsection 105.03.2, the Department may require additional samples to test the material being produced, in addition to the planned random samples. These additional tests will be used to determine if the adjustments are effective and whether production may continue. These tests will be used to identify obviously defective sections.

401.03.7 Quality Incentive Allowance

For each element with a P value of less than 3, the incentive is calculated by subtracting the calculated P value from 3 to determine the pay factor. The maximum pay factor for each element is 2%. An additional 4% incentive will be applied to the lot payment if the sum of the pay factors for the individual elements for a lot is 6% or greater. The maximum pay factor for a lot is 12%.

401.03.8 Equipment

A. Mixing Plants. Use mixing plants that produce a mix meeting the contract requirements. Adapt the mixing plant as required by the manufacturer to introduce warm mix technology. Plant adaptations may include additional plant instrumentation, the installation of asphalt binder foaming systems and/ warm mix additive delivery systems, tuning the plant burner and adjusting the flights in order to operate at lower production temperatures and/or reduced tonnage.

B. Weigh System.

1. **Automatic Weighing.** Use state certified automatic weigh systems to weigh materials. Ensure the weigh accuracy is within plus or minus 0.5% of the true weight throughout the use range.

Include in the system an automatic printer that provides the following information:

a. Contract number.
b. Project number (as shown in the contract).
c. Item name (as shown on detail estimate).
d. Date.
e. Time.
f. Ticket number (consecutive).
g. Haul unit number.
h. Net tons in load (to nearest 0.05 ton).
i. A subtotal of tons for each haul unit since the beginning of the shift.
j. An accumulated total for all haul units since the beginning of the shift.

Use a pre-programmed printer or one equipped to prevent manual override of any weight information. Have the weigh system tested, certified, and sealed by the State Bureau of Weights and Measures after each plant move and before production for a project. Immediately stop production should the printer malfunction or breakdown and do not resume until corrected. Delivery of material from storage or surge bins will be permitted only if the weight can be maintained within weigh specifications.

If an independent certified scale is within a 20 mile round trip distance from either end of the project, the Project Manager will randomly re-weigh loaded vehicles at least 3 times per project.

Re-test the plant weigh system any time the difference between the re-check and the plant system exceeds ± ½ of 1% of the load. Any weight difference will be addressed in accordance with Subsection 109.01.1.

2. **Manual Weighing.** The Contractor may manually weigh and record weights instead of using an automatic weigh system. Ensure manual weighing includes platform scales in accordance with Subsection 301.03.2(C), a competent weigh person, and dump person.

Direct the weigh person to record, on Department furnished forms, weights to the nearest 100 pounds as well as the other required information regarding delivery and placement.

Certify that weights and totals furnished are a true and correct record of materials delivered and placed in the work. Submit the records and totals before 10:00 a.m. the next work day following the shift.

401.03.9 Safety Requirements

Install and maintain stairs, ladders, walkways, and all other plant facilities meeting State and Federal safety requirements.

Provide access to the plant mix within the trucks for taking samples and mix temperature data.

401.03.10 Burner Fuel Restrictions

Use one of the approved fuels below to heat and dry aggregates.

- Propane
- Butane
- Natural gas
- Fuel oil (grades 1, 2, and 5 only)
- Coal

EPA Specification-used oil fuel (EPA-UOF) may be used instead of the approved burner fuels provided Table 401-5 requirements are met.

TABLE 401-5
EPA SPECIFICATION - USED OIL FUEL REQUIREMENTS

Physical Properties	
Property	**Range**
API Gravity	20-28
Viscosity at 122 °F (Saybolt Flurol)	10-20
Pour point	+10 °F
Flash point, minimum	100 °F
Water by distillation	Under 1%
Solids by separation	Under 1%
Ash	Under 0.4%
Sulfur	Average 0.5%
Kinematic viscosity at 100 °F	54-100 (centistokes)
Kinematic viscosity at 122 °F	15-75 (centistokes)
Chemical Properties	
Element or Compound	**Permitted Level**
Vanadium	Under 100 ppm
Cadmium	Under 2 ppm
Chromium	Under 10 ppm
Lead	Under 100 ppm
Arsenic	Under 5 ppm
Total halogens	Under 1,000 ppm
PCB’s	Under 2 ppm

Submit a copy of certified test results from the supplier for each load of EPA-UOF delivered to the project. Furnish plant manufacturer information showing the plant burner is designed and equipped to burn EPA-UOF or grade 5 fuel oil. Upon request, provide a 1-quart sample of EPA-UOF from the tank on the project.

Immediately stop using EPA-UOF or grade 5 fuel oil if burner flame outs or other evidence of incomplete combustion or mix contamination is evident. Begin using one of the other approved fuels to complete the work. Remove and replace all contaminated plant mix at Contractor expense. No additional compensation will be allowed.

401.03.11 Dry Warm Mix Additive, Hydrated Lime Feed System

Introduce dry hydrated lime into drum dryer mixing plants just below the asphalt binder introduction point. Introduce dry warm mix additive as directed by manufacturer.

Ensure the system provides positive, accurate material feed and is automatically synchronized to the aggregate feed. Ensure the system indicates the weight entering the mixing unit on a time-coordinated basis.

Weigh using an automatic indicating electronic system. The lime may be weighed directly, or the storage container including lime may be weighed.

Provide a continuous digital readout showing the weight or rate of feed in tons per hour. Record the information using a production monitor/recorder system or by a de-cumulating balance ticket-printing system. Record the information at minimum 5-minute intervals or as directed.

Silo or storage container system weights are not used for acceptance during filling or transfer. Limit filling or transfer periods to one hour per three hours of plant operation. Record and furnish start and finish times for filling or transfer and the total quantity added.

Suspend mixing for erratic feeding or failure to feed hydrated lime to a minimum of 85% of the job mix formula. Do not resume until corrected or repaired.

401.03.12 Flow Rate Meter

Measure the asphalt binder and liquid warm mix additive (if applicable) discharged into the mixing unit using a flow rate meter with totalizer and temperature compensation.

Ensure the totalizer records up to 1,000,000 gallons and is certified to ± 0.2% of the measured quantity.

Use a flow rate meter and totalizer that automatically corrects to a temperature of 60 °F with an operating range of +60 to +450 °F.

Locate the totalizer readout in the plant control room so it is readily accessible to the Inspector.

Ensure the flow rate meter automatically shuts off any time asphalt binder is diverted or stops entering the mixing unit.

Calibrate the flow rate meter and totalizer before the start of the project and as necessary during production. The Project Manager will witness the calibration.

Provide the equipment and assistance for initial and subsequent calibration checks and submit all calibration checks.

Use a calibration volume of at least 3,000 gallons. Ensure the weigh scales have been tested and certified.

Submit test reports showing the asphalt binder specific gravity.

Spot check failure will require re-testing and certification of the above. The Project Manager will establish the spot check interval.

401.03.13 Production Monitor Recorder

Use recording equipment that automatically monitors and records, on a time coordinated basis, the aggregate, lime, warm mix additive and asphalt binder weight entering the mixing unit. The records may be continuous (chart recorder) or digital printout.

Ensure that chart recorders clearly record asphalt binder content changes of 0.1% or more and aggregate feed rate changes of 1.5% or more.

Ensure the digital printout equipment records the day’s total production at minimum 5-minute intervals, or the interval directed by the Project Manager.

Digitally display the aggregate, warm mix additives, and asphalt binder rates in tons per hour and daily totals. Display lime by tons per hour or on a de-cumulating balance.

Ensure the monitor system operates on unprocessed signals from measuring devices.

Provide the Project Manager with continuous access to the recorder during production.

Submit the permanent record daily.

Operate the production/monitor recorder at all times during production. Stop production when the recorder is not operational.

401.03.14 Plant Mix Preparation

Mix the aggregate, all additives and asphalt binder to produce a homogeneous mixture. Ensure all aggregates are thoroughly and uniformly coated with bitumen.

Immediately suspend operations if aggregate is not being completely dried prior to mixing.

Remove, dispose of, and replace all mix that is damaged by burning, improper mixing, or fails to meet the specifications at Contractor expense.

Maintain the mix discharge temperature within the asphalt binder manufacturer’s recommended mix temperature range does not exceed 355 °F.

The discharge temperature will be periodically checked and recorded.

Remove and replace any mix produced when the mix discharge temperature exceeds the maximum temperature at Contractor expense.

401.03.15 Roadway Equipment

A. Pavers. Use self-propelled pavers that spread, shape, and finish the combined plant mix material to the specified profile and cross slope.

Immediately stop paving if the paver tears, shoves, segregates, or otherwise damages the plant mix, and repair or replace the paver before resuming paving operations.

Equip the paver with a mobile grade reference system that provides a uniform pavement profile. Ensure the paver maintains the transverse slope at all times and is able to adjust the slope throughout super-elevated curves.

Ensure auger extensions are used to match the screed width.

Equip the paver with an attachment that produces joints in accordance with Subsection 401.03.19 as the plant mix is placed.

B. Trucks. Remove trucks from service that leak fluids. When directed, cover each load with canvas or other approved material to protect the mix at Contractor expense.

C. Rollers. Furnish and use rollers that compact the plant mix to the specified density. Remove rollers that crush the paving aggregates or otherwise damage the plant mix and replace the damaged plant mix at Contractor expense.

D. Cleaning Agents. Do not use diesel fuel as a cleaning agent or as a release agent for any paving equipment or operations. Use a commercially manufactured release agent approved by the Project Manager.

401.03.16 Existing Surface Preparation

Dispose of existing bituminous surface, designated to be removed, in accordance with Subsection 202.03.3.

Re-work all existing bituminous surfaces designated to remain in place as specified.

Before placing the leveling course, clean the existing surface of dirt and loose, extraneous material. Apply a prime or tack coat of bituminous material to the cleaned surface as specified.

Correct dips, depressions, sags, excessive or nonexistent crown, and other surface irregularities using a premixed bituminous mixture. Spread the mixture in 2-inch compacted layers.

Correct surface irregularities exceeding 6 inches deep, using untreated aggregate material before leveling with a bituminous mixture.

401.03.17 Tack Coat

Apply tack coat in accordance with Section 402, 407 and the contract.

Apply tack coat on aggregate treated surfaces, existing surfacing to be overlaid and between lifts when pavement is constructed in multiple lifts.

401.03.18 Surface Conditions, Weather Limitations and Paving Dates

Stop plant mix paving when the surface temperature is less than 35 °F; the surface is wet; the roadbed is unstable or the Project Manager determines adverse weather conditions prevent the proper handling, finishing, or compacting of the mix.

Complete all sections of plant mix surfacing, to be open to traffic during winter suspension, to the full plan width and thickness, excluding the seal and cover. Complete this work meeting the specifications before the November 1st paving cessation date.

The Project Manager will suspend time assessment between November 1st and November 16th when the next scheduled significant work item is paving and all grading, gravel and other operations affecting the safe and convenient use of the roadway by the traveling public are complete.

Submit a written request and obtain written approval in order to pave after November 1st. and before April 15th.

Plant mix surfacing placed after November 1st and before April 15th is at the Contractor's risk and subject to the following conditions:

- The surface temperature to be paved is at least 35 °F, measured by the Project Manager.
- All applicable specifications are met.

Make permanent repairs and restore partially completed pavement to the required profile, section, and condition at Contractor expense before placing the remaining lifts.

This is not a waiver by the Department of any other contract requirement regarding the work sequence or traffic operation.

If the paving operation causes transverse joints spaced at less than ½-mile, suspend work until the next April 15th.

No payment is made for the plant mix or asphalt binder on progress estimates between November 1st and April 15th for partial width or thickness.

Promptly repair damage to all partial width or thickness of plant mix surfacing used by traffic during this period for any reason including suspension of work due to adverse weather.

Provide all required interim traffic striping and traffic control on partially completed pavement at Contractor expense.

Failure to promptly make repairs and provide interim striping and traffic control is cause for the Department to perform or have the work performed and deduct the cost from monies due or that may become due the Contractor.

Payment for partial width or thickness pavement in acceptable condition will be made on the estimates following the end of the period on the next April 15th.

401.03.19 Spreading and Finishing

Place and spread the mix in accordance with Table 401-6. Thinner lift thicknesses must be approved by the Project Manager.

TABLE 401-6
MINIMUM LIFT THICKNESS

Aggregate Size	Minimum Lift Thickness
⅜-inch	0.1-foot
½-inch	0.12-foot
¾-inch	0.15-foot

Place and spread the mix to the widest practical width on the approved surface. Place shoulder-widening material with approved equipment.

Establish and maintain line control for paving. The Project Manager will furnish the Contractor the necessary information to establish these controls. Maintain the paving control line tolerance within 0.25-foot of a true line from the existing reference points.

Failure to maintain the paver control line within the specified tolerance is cause for corrective action or pavement removal and replacement, as directed by the Project Manager, at Contractor expense.

Include the cost of furnishing horizontal line control in the plant mix surfacing bid item.

Remove and replace segregated pavement areas behind the paver with new plant mix before initial rolling begins. Correct all segregated areas at Contractor expense.

On small or irregular areas, approaches, turnouts, around manholes, inlets, walls and on other areas not readily accessible to a paver, plant mix may be spread to the specified thickness using a specialty paver or other approved methods. Compact these areas as directed.

Remove and replace all plant mix that is segregated, loose, broken, contaminated, damaged, or otherwise defective, with new plant mix that meets contract requirements at Contractor expense.

Remove any plant mix dropped from equipment onto any existing or new plant mix surfacing as directed by the Project Manager.

Roadways having a design ESAL of 100 or less may be opened to traffic or to haul units subject to the Project Manager's approval.

Roadways having a design ESAL of 100 or greater may be opened to traffic and haul units when the mat is compacted and the surface cools to 140 °F.

401.03.20 Constructing Joints

Continuously place each lift and provide at least a 6-inch offset between longitudinal joints in successive lifts. Offset transverse joints in successive lifts by at least 6 feet.

Correct joints that do not meet the surface tolerance requirements in accordance with Subsection 401.03.23

Uniformly coat the exposed face of all joints, excluding those formed by echelon paving, with a double shot of emulsified asphalt before placing the abutting course.

Construct longitudinal joints in the top lift of plant mix at the centerline or lane line. If these locations are not practical, construct the joint outside the wheel paths as approved by the Project Manager.

Construct a vertical transverse joint the full lift depth if the mix cools below the low temperature in accordance with Subsection 401.03.21. Remove loose material, brush the joint face with asphalt, and compact the fresh mix against the joint face when paving is resumed.

Taper the end of paving lifts at bridge ends and on roadways under traffic to a minimum 50H:1V ratio. When paving of the lift resumes, remove the taper and construct the transverse joint.

Ensure transverse and longitudinal joints in lifts of plant mix surfacing or other lifts to be used by traffic do not vary more than ⅜-inch from any point on a taut 25-foot string line placed perpendicular to the constructed joint. Joints must meet this requirement prior to performing the Seal and Cover or prior to winter suspension, whichever occurs first.

Taper the longitudinal paving joint edges at a 4H:1V to 6H:1V slope. Compact the joint between abutting passes to the specified plant mix density. Do not permit an exposed longitudinal joint length to exceed one day's paving run.

Sign the new pavement end at the close of work each day meeting the project's traffic control plan and the contract.

Construct the joints at bridge ends or other rigid structures after the existing base is prepared and compacted. Apply a coat of emulsified asphalt to the portions of structures abutting the plant mix surfacing.

401.03.21 Compaction, Compaction Control Testing, and Density Acceptance Testing

Complete compaction rolling within the temperature range recommended by the asphalt binder manufacturer included in the mix design or before the mat temperature falls below 175°F. Compaction rolling after the temperature is below 175 °F is cause to suspend paving operations. Compaction rolling is rolling in the vibratory mode. The Project Manager may adjust the minimum 175 °F temperature if compaction rolling damages the new pavement or the contractor has received written approval from the asphalt binder manufacturer.

Compact Warm Mixes in accordance with Subsection 401.02.4.

Perform all necessary density testing to control compaction.

Compact plant mix with mechanical tampers, vibrating plates, or other means along curbs, abutments, retaining structures, up to and beneath the face of guardrail and posts, and other areas which are not accessible to compaction with rollers.

Density acceptance by cores does not apply to leveling or isolation lifts that have a depth of less than 0.10-foot thick.

The pavement density is determined from cores taken at randomly selected locations after all rolling is complete and before the roadway is open to traffic. Provide two 4-inch cores the full depth of the plant mix surfacing, extracted from within a 5-inch radius of each designated location. Mark the core as directed.

Separate the plant mix lift to be tested from the total core. Cut the core to the actual lift thickness within ± 0.15-inch. The Department recommends using a saw to separate the lift to be tested from the total core. Perform this work within the project limits or other approved location.

The Inspector will witness all the above activities before traffic is permitted to use the plant mix lift being tested.

Furnish the core immediately to the Inspector after it is removed, marked, and separated. Do not remove the cores from the Inspector's visual control at any time.

Remove free water from each core hole. Place and compact new hot plant mix, not exceeding 2-inch lifts, to the finished surface immediately after the core is removed. If approved by the Project Manager, fill with a commercially manufactured quick setting non-shrink grout to the finished surface. Apply a double shot of emulsified asphalt over the core holes when the patch material has set. Mark each core as directed by the Inspector witnessing the coring.

All costs of furnishing the cores will be considered incidental to the plant mix surfacing item and no separate measurement or payment will be made.

Plant mix surfacing is evaluated for density on a lot-by-lot basis in accordance with Subsection 105.03.2.

A. Target Density for Compaction

1. **Density Evaluation.** MT 328 is used to establish the target Rice gravity (maximum specific gravity). The bulk specific gravity (AASHTOT 166) determined for each core will be divided by the target Rice gravity in effect at the time the plant mix was produced to determine the relative in-place density. The average of the results of the pair of cores from each location will be expressed as the percent of relative density. All results will be reported to the tenth of one percent (0.1%).

   Once the plant mix is spread, struck off, and surface irregularities are corrected, compact the plant mix to at least 93.0% of target maximum specific gravity with the following exceptions:

   - 92.0% - ⅜-inch mixes with plan depths of less than 0.12-foot.
   - 92.0% - any mix placed directly on a crushed aggregate surfacing.

   Compact plant mix placed directly on CTB to 93.0% of target maximum specific gravity for the full width of the typical section including crushed aggregate shoulders.

   Provide core samples of the compacted plant mix from the roadway. Core locations will be randomly selected based on the tons of mix placed. Core the locations selected after all rolling is complete and before the roadway is opened to traffic. The center of the core location will not be within 12 inches of unconfined longitudinal paving joints, 12 inches of a shoulder hinge point, or where the planned nominal thickness is less than 0.10-foot. The center of the core locations for vertically confined longitudinal joints may be placed within 5 inches of the joint.

   Re-core as directed any time either the contract requirements or procedures within this section are not met. The test results of the replacement core to be used in the QA

evaluation for the lot represented will be the actual relative in-place density unless it exceeds:

- 92%; then 92% will be used for the relative in-place density of that core in the QA evaluation.
- 91% for ⅜-inch mixes with plan depths of less than 0.12 foot; then 91% will be used for the relative in-place density of that core in the QA evaluation.
- 91% for any mix placed directly on a crushed aggregate surfacing; and then 91% will be used for the relative in-place density of that core in the QA evaluation.

The plant mix in the sub lot represented is considered to be not meeting density specifications.

2. **Lot Size.** The approximate mix quantity represented by each sub-lot is 600 tons. Additional locations and tests may be required. The quantity represented by 5 tests or approximately 3,000 tons of mix constitutes a lot whenever production schedules and material continuity permit.

   A lot represented by 3 to 7 consecutive random sub-lots will be established when there are short production runs, significant material changes, or other unusual characteristics of the work.

B. Target Density for Longitudinal Joint Compaction. Construct all longitudinal joints of new plant mix with either a notched wedge joint or taper the joint edges at a 4H:1V to 6H:1V slope. Confined joints created when paving against a vertically milled surface are excluded from the requirements of this specification.

If using a notched wedge, ensure the notched wedge joint has a vertical edge of at least the maximum aggregate size and no more than ½ of the compacted lift thickness and then taper down on a slope not steeper than 4H:1V. Uniformly compact the sloped portion of the plant mix notched wedge joint.

Use a device attached to the screed for shaping and compacting.

When placing the second pass (hot lane), overlap the paver screed 1.0 ± 0.5 inches onto the cold plant mix. Do not "bump back" or rake the overlapped material.

Density acceptance by cores for longitudinal joints does not apply to first lifts of plant mix surfacing placed directly over crushed aggregate courses.

1. **Density Evaluation.** MT 328 is used to establish the target Rice density. The bulk specific gravity (AASHTO T 166) determined for each core will be divided by the target Rice density in effect at the time the hot lane mix was produced to determine the relative in-place density. In the event the rolling Rice density differs by 0.5 lbs./ft^3 between the hot and cold lanes, the Rice densities for that location will be averaged. All results will be reported to the tenth of one percent (0.1%).

   Compact the joint area to at least 91.0% of target maximum specific gravity as determined in accordance with MT 328 with the following exceptions:

   - 90.0% - ⅜-inch mixes with plan depths of less than 0.12-foot.

   The joint area is defined as the tapered area at the overlap of the hot and cold lanes. Furnish the Department with a 4-inch or 6-inch core of the compacted joint for every 4000 feet of joint constructed, and at least 3 per project, at locations directed by the Project Manager. Center the core within the tapered area to include both the hot lane and cold lane. Mark the core as directed.

   Re-core as directed any time either the Contractor requirements or procedures within this section are not met. The test results of the replacement core to be used in the QA evaluation for the lot represented will be the actual relative in-place density unless it exceeds:

- 90%; then 90% will be used for the relative in-place density of that core in the QA evaluation.
- 89% for ⅜-inch mixes with plan depths of less than 0.12 foot; then 89% will be used for the relative in-place density of that core in the QA evaluation.

2. **Lot Size.** The approximate joint quantity represented by each sub-lot is 4000 feet. Additional locations and tests may be required. The quantity represented by 5 tests or approximately 20,000 feet of longitudinal joint constitutes a lot whenever production schedules and material continuity permit. A lot represented by 3 to 7 consecutive random sub-lots will be established when there are short production runs, significant material changes, or other unusual characteristics of the work.
3. **Longitudinal Joint Pay Adjustment.** Longitudinal joints are evaluated for density on a lot-by-lot basis in accordance with Subsection 105.03.2. The pay adjustment will be calculated using the equation below.

Pay Adjustment = $\frac{P}{100}$ x Length x Unit Cost

P - is the percent of reduction in contract unit price

Unit Cost = $\frac{\$4.50}{linear\ foot}$ of joint

Length – length of longitudinal joint in the lot

A 0.05 pay factor will be applied to the lots of longitudinal joints when the average density for the lot X_n is from 92.0% to 98.0%, inclusive of the Maximum Specific Gravity (Rice's Method) and the range (R) is 3 or less.

Longitudinal joint incentive is paid separately and is not included in the plant mix incentive adjustments. Include all costs associated with constructing the joint in the cost of plant mix surfacing.

401.03.22 Pavement Repair

Cut out the defective pavement section to at least 0.15-foot depth or as directed by the Project Manager. Clean the sides and bottom of the repair area and apply tack coat to the surfaces. Fill the repair area with contract specified mix, level, and compact to the specified density and surface smoothness.

401.03.23 Surface Tolerance for Flexible Pavement

A. Ride Specification. Construct all surfacing courses to provide completed plant mix pavements that meet surface smoothness and profile levels derived from the pre-pave IRI. Surface smoothness and surface profile will be analyzed from data collected by the Department using an Inertial Profiler System meeting AASHTO M 328 requirements and following Department procedures for profiler operations. The IRI will be measured in inches/mile, regardless of the unit of measure used on the contract.

Projects with high pre-paving IRI value:

- Projects with an average pre-paving IRI value greater than or equal to 190 in/mi and 2 or more opportunities to improve the ride are considered a Category I project.
- Projects with an average pre-paving IRI value greater than or equal to 190 in/mi and one opportunity to improve the ride must have a post-paving IRI less than or equal to 50% of the pre-paving IRI. There is no pay adjustment factor based on smoothness; corrective action is required to produce a post-paving IRI less than or equal to 50% of the pre-paving IRI at Contractor expense.

Each opportunity to improve the ride is one of the following:

- Placing a gravel base or surfacing course.

- Placing plant mix base.
- Placing cement treated base.
- Placing pulverized plant mix surfacing.
- Milling.
- Hot or cold recycling (milling and laydown); or
- Each full 0.10-foot increment for ⅜-inch aggregate mix, 0.12 foot increment for ½-inch aggregate mix, and 0.15-foot increment for ¾-inch aggregate mix of new plant mix surfacing.

1. **Target IRI Values.** Target IRI values are determined by project category based on the opportunities for improving the ride, by the pre-paving IRI value, paving constraints or by a combination of these as follows:

   a. Category I projects:

   Target IRI values - 45 to 55 inches per mile

   - Projects with 2 or more opportunities for improving the ride.
   - Projects with 1 opportunity for improving the ride with a pre-paving IRI value less than 110 in/mi.

   b. Category II projects:

   Target IRI values - 55 to 60 inches per mile

   - Projects with 1 opportunity for improving the ride with a pre-paving IRI greater than or equal to 110 in/mi and less than 190 in/mi.

   c. Category III projects:

   Target IRI values - 55 to 70 inches per mile

   - Urban projects with a posted speed limit of 55 MPH or less and curb and gutter controlling 1 or more edges of the paving.

   d. Percent Improvement projects:

   Average pre-paving IRI value of 140 in./mile and greater.

   - Projects with 2 or less opportunities to improve the ride.
   - Urban projects with a posted speed limit of 55 MPH or less and curb and gutter controlling 1 or more edges of the paving.

Pre-paving IRI must be completed a maximum of 10 business days prior to the start of paving operations, and prior to any work which requires improvements to facilities within the travel lanes. The Contractor is responsible for coordinating the pre-pave IRI with the Project Manager and DMS.

Leveling and isolation lifts are not included as an opportunity to improve the ride.

The Department will test surface smoothness and surface profile before the placement of seal and cover or plant mix seal on the final lift of plant mix surfacing pavement. Testing will consist of 2 passes in each travel lane. For each pass, data collected for each wheel path will be averaged for that lane. The results of the two passes will then be averaged to arrive at a result for that lane. Tests will be performed within 10 business days (extended by rain or other inclement weather conditions) of completion of all mainline paving. The Department will test divided highways within 10 business days (extended by rain or other inclement weather conditions) of completion of mainline paving for each direction of travel. Ensure that the entire finished lane width to be tested is not impeded and is available to Department personnel at the time of testing. Test results will be furnished within 2 business days.

If the entire final lift of pavement cannot be completed before winter suspension, data will be collected for all roadway sections paved through the final lift. Evaluation of the remaining pavement will be performed once the paving is completed.

The surface smoothness analysis will be used to determine the actual IRI for calculating pay factors for the surfacing section.

2. **Actual IRI Values.** Actual IRI values will be determined on all mainline travel lanes, climbing lanes, passing lanes, and ramps that have 1000 feet of (cumulative) ridable length or longer. Ridable length is defined as the total (cumulative) length of the lane minus any section lengths identified as not to be evaluated below.

   IRI data will not be evaluated for the following roadway sections:

   a. Climbing lanes, passing lanes, and ramps less than 1000 feet long.

   b. Turning lanes.

   c. Acceleration and deceleration lanes less than 1000 feet long.

   d. Shoulders and gore areas.

   e. Road approaches.

   Horizontal curves 900 feet or less in centerline radius, and pavement within the super-elevation transitions of these short radius curves; or

   f. Bridge decks with a concrete riding surface, pavement within 50 feet of bridge decks with a concrete riding surface, concrete approach slabs, concrete roundabouts, and the terminal paving points of the project.

Areas requiring corrective work will be identified using the surface profile or surface smoothness measurements of the finished surface.

Correct surface profile defects greater than 0.40 inches in a distance of 25 feet within 30 calendar days of notification but prior to seal and cover or plant mix seal operations. Correct surface profile defects by milling and filling deficient pavement depths or by diamond grinding excess pavement depths full travel lane width or at the discretion of the Project Manager. Corrected surface profile defects will be retested and evaluated for compliance. Correction of profile defects will not be cause to reevaluate any section for surface smoothness IRI values.

Pavement thickness may be measured after profile corrections are made. The final in-place thickness must not vary from the planned thickness by more than 0.02 foot upon completion of diamond grinding. No contract adjustment will be allowed for segments which do not meet this requirement. Ensure corrected pavements do not create a transverse height difference between adjacent lanes exceeding ⅛-inch. Fog seal corrected areas if the roadway is not chip sealed prior to winter suspension. Quality incentive allowances will be used to offset any price reductions on progress estimates.

Remove and replace any 0.5-mile or shorter segment of roadway that does not meet the applicable IRI requirements for the project category unless other corrective action is approved by the Project Manager. Remove and replace the segment by milling 0.15 feet or to the lift line if within 0.02 feet, whichever is greater and replacing with new material meeting contract requirements. Any segment requiring removal and replacement will be tested and evaluated for compliance only. No IRI values will be adjusted from the original surface profile measurements.

All work to prepare the roadway for testing, including sweeping, grinding and traffic control prior to the ride test, is incidental to the work and is not measured for payment. All work to complete any corrective action and re-testing, including but not limited to sweeping and traffic control, is incidental to the work and is not measured for payment. Include all costs and resources to prepare the roadway for surface tolerance testing in the plant mix surfacing item.

B. Surface Smoothness. Finish the surface of the final lift to the specified grade and cross section meeting the surfacing smoothness values for all paved areas excluded from the ride specification in accordance with Subsection 401.03.23(A). The Contractor will be notified of

segments to be corrected within 10 business days after the surface was placed. Perform all corrective work at Contractor expense.

Surfaces will be checked for compliance at joints, bridge ends, and other sections where ride characteristics or other evidence indicates the surface tolerance is outside the specifications.

Surface smoothness will be analyzed by traditional survey methods or may be evaluated using an Inertial Profiler System following Department procedures. Correct surface profile defects greater than 0.40 inches within a distance of 25 feet in any direction. Correct out of specification plant mix surfacing by diamond grinding, cold milling a minimum depth of 0.15 feet the full width of the defect but not less than the paver width, or other approved method. If removing and replacing, extend the repair area for a minimum of 50 feet each side of the defective pavement and fill with like-material compacted to the specified density.

Ensure the corrected pavement and adjoining surface meet the smoothness specifications.

401.03.24 Rumble Strips

Construct rumble strips prior to performing the Seal and Cover. Cut the rumble strips into the finished plant mix surfacing. Use a machine equipped with a rotary type cutting head capable of making the cuts to the dimensions and pattern shown in the Detailed Drawings.

Produce the rumble strips without tearing and snagging the pavement. Remove resulting debris from the roadway before opening to traffic. Do not allow debris to enter any waterways.

Establish a control line and locate the rumble strips on the shoulder 6 inches outside of the travel lane. The offset may be adjusted to avoid longitudinal pavement joints. Do not place rumble strips where concrete barrier rail or other roadside features prevent placement as specified.

If the seal and cover is not scheduled to be completed within 10 business days after cutting rumble strips, fog seal the finished rumble strips. Contract time will be assessed until the fog seal has been completed.

Apply fog seal to the finished rumble strips as follows:

1. Apply a double shot of emulsified asphalt meeting Section 407 for fog seal.
2. Keep traffic off the fog seal until the emulsion has cured to no-tack.
3. Apply the fog seal to the rumble strip for each lane in the direction of travel for that lane.

401.03.25 Approaches

Furnish the same plant mix surfacing and asphalt binder as specified in the contract for approaches. Produce plant mix in accordance with Section 401. The Contractor has the option of submitting a plan for the use of non-polymer modified asphalt binder in plant mix surfacing for private approaches, sidewalks, parking lots, bike paths and other miscellaneous handwork not subject to mainline traffic. The plan must list the specific areas within the R/W where the use of non-polymer modified asphalt binder is proposed. The Contractor may use the approved production mix design with non-polymer modified binder provided no changes are made to the gradation and no net cost increase is applied to the price of the plant mix surfacing. In lieu of using the approved production mix design, a previous Department verified mix design may be requested for transfer. The Department may direct the Contractor to revert to the use of modified asphalt at any time.

Non-modified asphalt will be paid at the invoice price plus freight under miscellaneous work for actual quantities used. QA for non-modified asphalt will be tested on a separate lot basis.

Plant mix surfacing with non-modified asphalt binder will be paid at the unit bid price. Quantities of plant mix surfacing designated as "miscellaneous" by contract line item will not be subject to lot-by-lot QA evaluation.

401.04 METHOD OF MEASUREMENT

See Subsection 151.01.1 for Design-Build Contracts.

401.04.1 Plant Mix Surfacing

Plant mix surfacing is measured by the ton after complete mixing of all materials. The pay weight includes the asphalt binder and hydrated lime in the mixture, although they are also measured and paid for separately.

401.04.2 Commercial Plant Mix Surfacing

Commercial plant mix surfacing is measured by the ton after complete mixing of all materials. The pay weight includes the asphalt binder and hydrated lime in the mixture but are not measured and paid for separately.

401.04.3 Plant Mix/Commercial Plant Mix – Miscellaneous

Plant Mix Surfacing – Miscellaneous is measured by the ton after complete mixing of all materials. The pay weight includes the asphalt binder and hydrated lime, although they are measured and paid for separately.

Commercial Plant Mix – Miscellaneous is measured by the ton after complete mixing of all materials. The pay weight includes asphalt binder and hydrated lime but are not measured and paid for separately.

Quantities placed in conjunction with production (mainline) paving will not be measured separately or paid for under any of the Miscellaneous bid items.

401.04.4 Asphalt Binder

When not included in another item, asphalt binder is measured by the ton as specified to the nearest ton, in accordance with Subsection 402.04, excluding anti-stripping additive.

401.04.5 Hydrated Lime

When not included in another item, hydrated lime is measured by the ton in accordance with Subsection 109.01. Hydrated lime exceeding 1.6% by total weight of mix is not measured for payment as hydrated lime.

401.04.6 Rumble Strips

Rumble strips are measured by the mile along the centerline of the roadway, less all gaps in the rumble strips due to ramp terminals, objects, etc. Each individual line of rumble strips is measured separately.

Fog seal for rumble strips is not measured for payment.

401.04.7 Tack Coat

Tack coat is measured for payment in accordance with Subsection 407.04.

401.05 BASIS OF PAYMENT

See Subsection 151.01.1 for Design-Build Contracts.

Payment for the completed and accepted quantities is made under the following:

Pay Item	Pay Unit
Asphalt Binder	Ton
Commercial Plant Mix Surfacing	Ton
Hydrated Lime	Ton
Plant Mix Surfacing	Ton
Rumble Strip	Mile

For non-commercial plant mix, asphalt cement and hydrated lime are paid for separately in addition to their weights being included in the pay weight per ton of mix. For commercial plant mix no separate payment will be made for asphalt binder, fillers, hydrated lime, and additives.

Quantities of hydrated lime over 1.6% by total weight of mix are not measured for payment as hydrated lime.

The contract unit price for rumble strips will be adjusted as shown in Table 401-7:

TABLE 401-7
PRICE ADJUSTMENTS DUE TO LINE DEVIATIONS

Line Deviation From The True Line	Price Adjustment
0.0 to 0.15-foot in 500 feet	none
0.15 to 0.25-foot in 500 feet	50% price reduction
greater than 0.25-foot in 500 feet	correct as directed

401.05.1 Binder Replacement

Plant mix surfacing is eligible for a binder replacement incentive. The incentive will be based on the asphalt binder savings realized by the incorporation of recycled materials into the plant mix. The cost of the total binder saved, based on total % binder in the mix and % virgin binder used, will be calculated for incentive.

Half of the total savings will be paid to the Contractor as incentive as described below. Certify the cost of the specified asphalt binder (FOB at the refinery) by submitting the Binder Price Certification (form MDT-CON-401-1) and copies of the binder invoices. Submit this information before paving is complete. If the certified price varies by more than 20% of the bid price or if this information is not submitted in the specified timeframe, no incentive will be paid.

Furnish a mix design meeting all the requirements of Section 401 with the inclusion of recycled materials. Include extracted gradations and percent binder of the RAP and/or RAS in the mix design. Base this information on samples taken of the materials to be used on the project. The mix design must also include the percent of binder, by total weight of mix, to be replaced with recycled binder.

Include the costs associated with all work to incorporate recycled materials into the plant mix in the plant mix surfacing bid item. The plant mix and asphalt binder will be measured and paid for in accordance with the contract. Separate incentives will be calculated for each type of plant mix that incorporates recycled materials.

At the completion of all plant mix work, the incentive paid to the contractor will be calculated per the following:

$$\text{Incentive} = 0.5(\text{AB\%Total} - \text{AB\%Virgin})(\text{TTotal})(\text{CPAC})$$

Where:

AB% Total - The average AB percentage calculated during production of the plant mix item (expressed as a decimal rounded to the nearest thousandth).

AB% Virgin - The total virgin AB used (tons) to produce the plant mix item divided by TTotal (expressed as a decimal rounded to the nearest thousandth).

TTotal - Total tons of plant mix placed and accepted by the Department.

CPAC - The certified invoice price for the asphalt binder as described above or the asphalt binder bid unit price, whichever is less.

No incentive will be paid on Commercial Plant Mix.

SECTION 402
BITUMINOUS MATERIALS

402.01 DESCRIPTION

This work is furnishing and applying bituminous materials on base courses and surfacing. Bituminous materials are defined as emulsified asphalts (emulsions) and asphalt binder.

402.02 MATERIALS

Furnish bituminous materials meeting Section 702 and the contract requirements.

402.03 CONSTRUCTION REQUIREMENTS

Mix and apply bituminous material meeting the applicable requirements in Sections 401, 407, 409, and 410.

402.03.1 Materials Source

Obtain the Project Manager's approval of the bituminous materials source before delivering the material to the project. Do not change the source of supply once work has started, without the Project Manager's written approval.

402.03.2 Sampling

A. General. Take samples of bituminous material not accepted on a lot-by-lot basis at the point of delivery on the project.

The Contractor or designated representative is responsible for sampling the bituminous materials on the project in accordance with MT 302.

Drain off and discard at least 1 gallon of the bituminous material before drawing samples.

All sampling must be witnessed by the Department. Refer to MT 601 for the proper sample container, size, rate, and frequency. Submit both samples for testing. One sample will be tested, and the 2nd sample will be retained for use in accordance with Subsection 702.02.

Equip all transport vehicles with a spigot or gate valve in the unloading line, or in the tanker at the centerline of the tank, or in the pressure line from the unloading pump, or at another approved location. The spigot or gate valve diameter must be between ⅜ and ¾-inch. Locate the spigot or valve to prevent plant dust or other sample contamination.

B. Asphalt Binder Sampling (Lot-by-Lot Acceptance). Sample asphalt binder for plant mix using a sampling device located in the line between the storage facilities and the mixing plant.

Provide samples of the asphalt binder entering the mixing plant. One approved in-line sampling device is shown in AASHTO T 40.

Place the samples in Department furnished containers. Give the samples to the Project Manager immediately after sampling.

The Project Manager will randomly designate the time of sampling based on the tons of asphalt binder incorporated into the completed mix produced. The approximate quantity of asphalt binder represented by each pair of samples is 25 tons. The Project Manager may require additional samples and testing.

Six pairs of samples represent approximately 150 tons of asphalt binder and constitute a lot whenever production schedules or material continuity permit. The Project Manager may establish a lot consisting of the quantity represented by any number of consecutive random samples, from 3 to 7 inclusive, when necessary to represent short production runs, significant material changes, or other unusual characteristics of the work.

402.03.3 Shipping

Ship the bituminous material in clean, uncontaminated, fully insulated cars or trucks, sealed by the supplier after loading.

402.03.4 Testing

Bituminous materials are accepted on the test results of samples selected and tested in accordance with Subsection 702.02 by the Department or its authorized representative.

402.03.5 Acceptance

A. General. Submit a copy of the original bill of lading and a copy of the certificate of compliance, with each shipment. Ensure the certificate is signed by the supplier's representative and attests that the bituminous material meets the Department's specifications for the type and grade of material provided and that the shipping container was inspected and found free of contamination. The certificate of compliance is the basis for tentative material acceptance and use.

B. Emulsion Failures. If a shipment of asphalt emulsion fails to meet any one of the specifications, with test results within the allowable variation in Table 402-1, the price reduction will be 10%.

If a shipment fails to meet any one of the specifications with test results more than the allowable variation in Table 402-1 but less than twice the allowable variation, the price reduction will be 15%.

If a shipment fails to meet any one of the specifications with test results more than twice the allowable variation in Table 402-1 but less than three times the allowable variation, the price reduction will be 25%.

If a shipment fails to meet any one of the specifications with test results more than 3 times the allowable variation in Table 402-1, the Project Manager may reject the material and require its removal from the work, or the Project Manager may accept the material at a 50% price reduction.

The cost of the emulsion for calculating price reductions is the material's contract unit price. The price reduction percentage will be based on the unit price bid for emulsion when it is paid as a separate item or the invoice price when it is part of a bid item.

If a shipment fails more than one of the specifications, the failure causing the largest percentage price reduction is assessed.

TABLE 402-1
SCHEDULE OF TOLERANCES

Test	Variation		Remarks
	From Min. Specification Requirement	From Max. Specification Requirement	
Penetration distillation residues	-10%	+10%	
% Residue from distillation	-5%		% of total distillate: 2 mL may be added or subtracted at any distillation temp. before calculating the % recovered
Viscosity emulsified asphalts	-5%	+25%	
Ductility	-10%		
Particle charge	NO TOLERANCE - Materials in violation of spec. and any aggregate used in conjunction with its use will, at the Project Manager's discretion, be either rejected or paid for at a unit rate not to exceed 50% of the cost of the materials.		

402.03.6 Reserved

402.03.7 Alternate Type or Grade of Bituminous Materials

The Project Manager may allow an alternate to the type and/or grade of bituminous material specified. Submit requests to use alternate types or grades of bituminous material to the Project Manager in writing at least 30 calendar days prior to scheduled placement. Do not place alternate bituminous materials without Department approval.

Payment for a changed or substituted emulsion is the contract unit price for the type and grade of emulsion plus or minus the difference in Contractor's cost at the refinery between the specified and substitute type and grade. Higher performance grades of Asphalt Binder than specified in the contract will be allowed at contractor expense.

402.03.8 Performance Graded Asphalt Binder (PGAB and MSCR PGAB)

Furnish PGAB and MSCR PGAB in accordance with Section 702 for the binder specified in the contract. All PGABs after aging in the rolling thin film oven, and testing in accordance with AASHTO T 51 must meet the following:

- Pull Rate: 2 inches per minute.
- Sample Temperature: 77 °F; and
- Ductility: 1-foot minimum.

Notify the Project Manager in writing before making changes to the PGAB components.

A. PGAB Shipping, Handling, and Storage. Ship, handle, and store the PGAB following the supplier's requirements. Submit the requirements before delivering the PGAB to the project. Ensure that the supplier's requirements are consistent with the material manufacturers. PGAB exhibiting separation, crusting, or foaming during delivery or in storage tanks will be rejected.

B. Sampling. Sample the PGAB in accordance with Subsection 402.03.2(B). A sample is 2 one-pint containers of PGAB.

C. Acceptance. The Department will grade samples representing each lot in accordance with the PGAB grading system with duplicate containers retained for testing in case of dispute. PGAB is accepted in accordance with Subsection 105.03.2 using an "F" factor of 4. The "P" value is determined for the high temperature components of the resulting grade (e.g., 64, 58, etc.) using the formula:

$$\mathrm{P} = (\mathrm{TL} + \mathrm{aR} - X_n)\mathrm{F}$$

The "P" value is determined for the low temperature component of the resulting grade (e.g., -34, -28, etc.) using the formula:

$$\mathrm{P} = (X_n + \mathrm{aR} - \mathrm{Tu})\mathrm{F}$$

Positive "P" value is added to determine the lot's total price reduction. No disincentive will be assessed for "P" values less than 13, based upon the Department's initial grading. This disincentive exclusion in "P" value will not be applied to averaged results described below.

If the calculation results in a price reduction ("P" value of 13 or greater), the Contractor may make a written request for an independent laboratory to grade the duplicates for the lot in question. Ensure the Department receives the written request within 30 calendar days of the notification of price reduction. The Contractor and the Department will agree upon the choice of independent laboratory before release of the duplicate samples for testing. The independent laboratory results will be averaged with the results provided by the Department. The averaged results are binding on both parties for acceptance and payment of the material in question. The "P" value will be calculated based upon the averaged results, with no exclusion allowed for results less than 13. Pay the cost of the duplicate testing, on a per lot basis, if the price reduction is confirmed or increased. The Department will pay the cost of the duplicate testing, on a per lot basis, if the price reduction is reduced.

The ductility requirement has no tolerance. Immediately stop paving if the binder fails the ductility requirement. Do not start paving until binder meeting the specifications is furnished.

402.03.9 Fog Seal and Tack Coat Residual

Furnish and apply emulsified asphalt in accordance with Table 402-2.

TABLE 402-2
MINIMUM RESIDUAL FOR EMULSIFIED ASPHALT

Bid Item	Materials Allowed	Minimum Diluted Residue[1]	Undiluted Shot Rate	
Tack Coat[3]	SS-1h, CSS-1h	28.5%	0.05 gal/sy[2]	
Fog Seal			**over chip seal**	**over rumble strips**
			0.075 gal/yd[2]	0.05 gal/yd[2]

Notes: 1. If diluted, as tested out of the distributor, as applied.
2. Apply a double shot of emulsion on concrete surfaces and over rumble strips.
3. When placing tack coat for microsurfacing operations, CQS-1h may also be used.

The contractor may dilute the material as needed to achieve the required undiluted shot rate. Notify the Project Manager of any dilution and the percentage before applying the material. Ensure the dilution rate, if applicable, is indicated on the bill of lading and/or certificate of compliance.

When fog sealing a chip sealed surface, if the material will be diluted, furnish emulsion that has been diluted at the supplier.

When applying tack coat, meet all requirements of Subsection 407.03 other than the dilution and shot rate requirements.

When a double shot of emulsion is called for in the contract, apply 2 applications at the minimum rate specified above. Ensure the first shot is cured prior to applying the second. The minimum undiluted residue is applicable to each shot. If an undiluted emulsion is applied, one shot at twice the minimum rate may be used if approved by the Project Manager.

402.04 METHOD OF MEASUREMENT

See Subsection 151.01.1 for Design-Build Contracts.

Bituminous material is measured by the gallon or the ton, as specified in the contract.

If measured by the gallon, the volume of bituminous material is determined at a temperature of 60 °F or corrected to this using the appropriate group table designated in the ASTM D1250 volume correction tables. Transport bituminous materials measured by the gallon in tanks certified as to capacity. Provide a measuring rod and calibration card with each tank. Railroad tank cars must have available innage and outage tables and dome capacity charts.

When measured by the ton, the bituminous material weight is measured on scales furnished by the supplier or on public scales close to the source. Weigh each transporting vehicle for bituminous materials, other than railroad tank cars, empty and loaded. The weight difference is used for computing the tonnage. Furnish an approved scale that can weigh the transporting unit in an unbroken operation. Test and seal the scales at Contractor expense when directed.

For plant mix operations, the bituminous material may be weighed by the plant scales, if approved.

If railroad tank cars transport the bituminous materials, the railroad car weights may be used for computing the weight of bituminous material, if the loaded cars are weighed over track scales. The stenciled tare on the car used for determining the net weight is subject to verification.

Use flow rate meters in accordance with Subsection 401.03.12, to measure the material. Document meter readings by invoices. The Project Manager may take tank stabs for verification purposes.

402.05 BASIS OF PAYMENT

See Subsection 151.01.1 for Design-Build Contracts.

Payment for the completed and accepted quantities is made under the following:

Pay Item	Pay Unit
Bituminous Material	Gallon or Ton

Payment includes all costs to furnish, deliver, heat, haul, and apply the bituminous material.

SECTION 403
CRACK SEALING

403.01 DESCRIPTION

This work consists of routing, cleaning, and sealing the transverse and specified longitudinal cracks in the roadway surface with the required sealant.

403.02 MATERIALS

A. Crack Sealant. Use a sealant that is listed on the QPL and in accordance with Subsection 707.01 for cracks less than 1½ inches wide.

B. Mastic. Furnish mastic in accordance with ASTM D8260 Type 3 for cracks 1½ inches or wider.

C. Blotter Material. Use toilet paper or an approved liquid blotter material for crack sealant. The liquid blotter must be a commercially manufactured surfactant. Provide blotter that is not detrimental to the crack sealant or the surfacing material.

403.03 CONSTRUCTION REQUIREMENTS

403.03.1 General

Place crack sealant and mastic in accordance with the Detailed Drawings and the Contract. Place in accordance with the manufacturer's recommendations.

Work half the roadway at a time.

Limit routing and crack sealing work to one maximum 2.0-mile work area.

Submit the type of blotter material, application rates, and installation instructions to be used for crack sealant or mastic. The application rate must be sufficient to protect the crack sealant or mastic material.

403.03.2 Routing

Rout existing cracks in accordance with the Detailed Drawings.

Rout when the roadway is dry.

Remove and dispose of the routed material from the roadway before opening the roadway to traffic.

403.03.3 Cleaning

Ensure the joint or crack has been properly cleaned using compressed air. Vegetation that cannot be removed using compressed air must be removed using other means.

The reservoir and crack must be dry and free of dust, dirt, and loose materials immediately before applying the crack sealant or mastic.

403.03.4 Crack Sealing

Place sealant material as soon as practicable after the routed cracks are deemed clean and dry. Place sealant material within 24 hours of routing.

Follow the sealant manufacturer's handling, mixing and application temperature requirements. Meet the following requirements:

1. Ensure no moisture is present in cracks or reservoirs to prevent bubbling and non-adhesion of sealant during installation.
2. Apply sealant filling the reservoir flush to the top using a pressure type applicator.
3. Do not allow sealant to collect or pool at the low end of crack or reservoir elevation.
4. Open the completed work to traffic once the sealant does not track; and
5. Repair or replace all seal work damaged by traffic at Contractor expense.

Seal previously repaired cracks to restore water resistance. Spread and smooth the sealant as required to seal the reservoir, but do not exceed 2 inches of spread sealant on the roadway.

Apply blotter material to all crack sealant.

403.03.5 Crack Filling Mastic

Handle and apply the crack sealing mastic in accordance with the manufacturer's recommendations and the following:

1. Do not rout cracks to be filled with mastic.
2. Do not apply mastic on wet or frosty surfaces.
3. Apply mastic material immediately after cleaning the crack or joint.
4. Prevent mastic from flowing out of the end of the crack.
5. Provide a manufactures approved melter to place mastic. Equipment must be capable of heating the product in a melting device. The melter must be equipped with an effective horizontal agitator system that is able to maintain a uniformly mixed product, have a thermostatically controlled hot oil jacketed heating system, and have an effective means of dispensing the product.
6. Pour into the prepared areas at the proper application temperature. Ensure the hot-applied material is levelled and the edges are tapered down to the roadway surface using an appropriately sized shoe for the crack.

403.03.6 Weather Limitations

Do not rout when the mat temperature is below 35 °F.

Apply the sealant when the roadway surface temperature is between 40 and 120 °F.

Cease crack sealing or crack filling operations if a rain event occurs. Do not resume operations until cracks are clean and dry.

403.04 METHOD OF MEASUREMENT

See Subsection 151.01.1 for Design-Build Contracts.

Crack sealant and mastic are measured by the pound of material placed.

403.05 BASIS OF PAYMENT

See Subsection 151.01.1 for Design-Build Contracts.

Payment for the completed and accepted quantities is made under the following:

Pay Item	Pay Unit
Crack Sealing	Pound
Crack Filling – Mastic	Pound

Blotter material is included in the contract unit price and is not paid for separately.

SECTION 407
TACK COAT

407.01 DESCRIPTION

The work is furnishing and applying emulsified asphalt to a prepared aggregate, constructed bituminous or concrete surface before placing bituminous surfacing.

407.02 MATERIALS

Furnish emulsified asphalt in accordance with Table 402-2 and meeting Section 702 requirements.

407.03 CONSTRUCTION REQUIREMENTS

407.03.1 Weather Limitations

Apply tack coat to a dry surface.

Apply the tack coat when the ambient temperature is 50 °F or higher, or when the surface temperature is 35 °F and rising.

Do not place plant mix on any surface with a tack coat until the tack coat has cured (breaks) as determined by the Project Manager.

Apply the tack coat after the Project Manager has approved the surface to receive the bituminous material.

Apply tack coat subject to the surface conditions and weather limitations in accordance with Subsection 401.03.18.

407.03.2 Equipment

Use equipment in accordance with Subsection 410.03.1.

407.03.3 Application of Emulsified Materials

Apply the emulsified asphalt in accordance with Subsection 402.03.9.

407.03.4 Maintenance of Surface

Maintain tack coated surface until covering with subsequent surfacing.

Repair all defects, deterioration or disintegration of the underlying surfacing course or courses as directed.

407.03.5 Traffic Control and Protection of Highway Structures

Furnish highway structure protection in accordance with Subsection 107.10.2.

407.04 METHOD OF MEASUREMENT

See Subsection 151.01.1 for Design-Build Contracts.

Emulsified asphalt is measured by the gallon.

When not specified as a contract pay item, emulsified asphalt is not measured or paid for but is incidental to and included in the payment for other items of work. Water for diluting emulsified asphalt used in the work is not measured for payment.

407.05 BASIS OF PAYMENT

See Subsection 151.01.1 for Design-Build Contracts.

Payment for the completed and accepted quantities is made under the following:

Pay Item	Pay Unit
Emulsified Asphalt	Gallon

The emulsified asphalt quantities shown in the contract are estimated and may be increased or decreased with no adjustment of the contract unit prices.

SECTION 409
SEAL COAT

409.01 DESCRIPTION

Seal coat is the application of a bituminous material, covered with aggregate on an existing roadway surface.

409.01.1 Contract Time

In cases where seal coat and pavement marking application are the only remaining items of work, contract time will be charged in accordance with Subsection 108.07.3 beginning the first working day following the July 4th (Independence Day) holiday.

Submit written notice to perform seal coat work prior to the July 4th (Independence Day) holiday or holiday weekend.

Time charges in accordance with Subsection 108.07.3 for seal coat work performed prior to the July 4th (Independence Day) holiday will commence on the date indicated in the Contractor's written notice.

In cases where seal coat and pavement marking application are the only remaining items of work as of August 21st, contract time will not be charged after August 20th if seal coat work is not performed. Contract time will be charged in accordance with Subsection 108.07.3, beginning on the day seal coat work begins, from August 21st through August 31st if seal coat work is performed.

Submit written notice to perform seal coat work from August 21st through August 31st.

409.02 MATERIALS

Furnish materials in accordance with the following section and subsection:

Bituminous Material 702
Cover Aggregate 701.02.8

Furnish aggregate and bituminous materials that are compatible. Submit compatibility test results for each aggregate source for informational purposes. One recommended compatibility test method is MT 322.

The responsibility for furnishing the aggregate source is specified in the contract.

409.03 CONSTRUCTION REQUIREMENTS

409.03.1 Sampling, Testing, and Acceptance

The Project Manager will randomly select samples taken by the Contractor and witnessed by an Inspector for gradation and fracture testing. Sample from the belt on the chip spreader, in accordance with AASHTO T 2 procedures, or at another location approved by the Project Manager.

The following acceptance tests are used:

MT 202 ..... Gradation
AASHTO T 335 ..... Fracture

The quantity of material placed in 192,500 yd^2 is considered equivalent to a 2,500-ton lot, and the quantity of material placed in 38,500 yd^2 is considered equivalent to a 500-ton sublot for the purposes of aggregate analysis and acceptance.

The quantity represented by 5 samples is a lot when production schedules and material continuity permit. The Project Manager may establish a lot consisting of a quantity represented by 3 to 7 consecutive random samples when there are short production runs, significant material changes, or other unusual characteristics of the work.

Surfacing aggregates are evaluated for gradation and fracture, on a lot-by-lot basis. The upper and lower limits in the gradation table, Table 701-12 are the upper and lower limits in the evaluation formulas. The specified minimum fracture values are the lower limit. Acceptance is made in accordance with Subsection 105.03.2.

409.03.2 Aggregate and Bituminous Material Application Rates

A. Determine the application rates for aggregate and bituminous material used to complete a test section and the project. Submit the following for informational purposes before starting full production or any time the source of aggregate or bituminous material changes:

1. Aggregate and bituminous material application rates.

2. Bituminous materials supplier's recommended ambient and pavement surface temperatures.

3. Bituminous material supplier's recommended application temperature range; and

4. Elapsed time between the application of the bituminous material and the cover aggregate.

B. Before starting full production or after changing sources of either aggregate or bituminous material, complete a test section at least 2,000 feet long to verify the following:

1. Optimum bituminous material and aggregate application rates.

2. Time frame to complete each phase of the seal coat operation to meet the requirements for opening the roadway to traffic; and

3. Roller type, number of passes and pattern of rolling operations.

Do not begin production seal coat work until the test section has been placed and approved by the Project Manager.

409.03.3 Seal Coat Limitations

The following conditions govern seal coat work:

1. Perform seal coat operations between May 1st and August 31st.

2. Do not perform seal coat work during the 48-hour period immediately preceding a holiday or a holiday weekend except for pilot car operation in accordance with Subsection 618.03.11.

3. Begin seal coat work when both the ambient and pavement surface temperatures meet the bituminous material supplier's recommended low temperatures. Do not perform seal coat operations when the surface temperature reaches 140 °F or higher.

4. Stop seal coat work at least ½ hour before sunset, to include equipment off of the roadway and placement of traffic control devices for non-construction activities.

5. Do not apply bituminous material to damp or wet roadway surfaces.

6. Do not apply bituminous material to plant mix pavement which has been placed, in accordance with the contract, within the previous 72 hours.

7. Do not apply bituminous material within 72 hours of performing crack sealing.

409.03.4 Protection of Traffic and Highway Structures

Provide highway structure protection in accordance with Subsection 107.10.2. Provide dust control during sweeping and brooming.

409.03.5 Surface Preparation

Do not apply bituminous material unless the roadway surface is free of all dust, dirt, and foreign material. Remove excess crack seal blotter material placed in accordance with the contract prior to seal coat operations.

409.03.6 Pre-Seal Coat Meeting

Schedule a pre-seal coat meeting to be held on site prior to starting seal coat operations.

The minimum required attendees are the superintendent, foreman, other contractor personnel that will supervise the seal coat operations, broom operators, traffic control foreman, and key Department inspection personnel. The purpose of the meeting is to review the specification requirements, lines of communication, aquatic resources, traffic control, seal coat plan, safety, and sampling.

409.03.7 Application of Seal Coat Materials

Apply bituminous material at the rate established by the test section. Apply the bituminous material within the bituminous material supplier's recommended temperature range.

Ensure that transverse and longitudinal joints are smooth and match the adjacent surfaces. Keep meet lines to a minimum. Locate longitudinal joints at the centerline or lane line. Obtain approval from the Project Manager to construct the joint at any other location.

For requests to apply full roadway width bituminous and aggregate applications in a single, continuous operation, submit a sequencing plan that ensures the least traffic impact for approval, at least 5 business days before the planned operation.

Uniformly apply the cover aggregate on the bituminous material at the rate established by the test section. When constructing longitudinal joints, one recommended method is to cover the joint with aggregate and sweep the aggregate back before applying adjacent bituminous material. When longitudinal joints are covered to permit vehicle cross over, sweep back the cover aggregate to expose the joint before applying adjacent bituminous material.

409.03.8 Warranty

The Contractor warrants the seal coat work. If the seal coat experiences chip loss, tracking, flushing, or bleeding, at any time between the date the seal coat is completed and the 1st Wednesday in December of the same calendar year, perform repairs to the seal coat, and replace pavement markings covered by the repairs at no additional cost to the Department. Areas of cover material loss determined to result from means beyond the Contractor's control (snow plow damage, tire chain damage, or others) are not considered under these warranty requirements. Final determination regarding cover material loss will be made by the Engineer. When repairs are deemed necessary, reference is made to the Department's Seal Coat Warranty Administration Guide. Submit a detailed repair plan for approval within 14 calendar days of notification of required repairs. The repair plan must address the area of failure and transitions required to ensure a uniformly bonded, smooth surface. Make warranty repairs in accordance with the provisions of this specification when performing warranty work. Furnish traffic control meeting Section 618 requirements at no additional cost to the Department.

409.03.9 Application of Blotter Material

Monitor the finished seal coat and apply blotter material on live oil areas throughout the specified warranty period. Live oil is defined as bituminous materials that have not fully set or bonded to cover material particles. Live oil has a glossy appearance and is present in tracking, flushing, and bleeding conditions. Failure to apply blotter material within 24 hours of written notification by the Project Manager will be cause for the Department to have the work performed. Costs incurred by the Department associated with application of blotter material will be deducted from subsequent progress estimates.

409.03.10 Sweeping and Brooming

Provide a roadway free of loose cover material. In curb and gutter sections, remove and dispose of all loose cover material from the roadway and sidewalks. Do not allow material to enter any storm drain system or any aquatic resource. In guardrail sections, do not allow loose cover material to accumulate beneath the rail.

Correct surface irregularities affecting the ride quality at the Contractor's expense.

A. Initial Sweeping and Brooming. Remove all loose cover material before terminating pilot car use, dispose of the material if required. If pavement markings are not placed within 72 hours of completion of the seal coat work, the Department may have work performed and deduct the costs from monies due to the Contractor. Traffic control beyond these 72 hours, unless ordered by the Project Manager, is at the Contractor's expense.

Apply final pavement markings as specified elsewhere in the contract.

B. Final Sweeping and Brooming. Perform final sweeping and brooming operations to remove excess loose material no sooner than 5 calendar days before final pavement markings. Coordinate with the Project Manager to ensure Final Sweeping and Brooming is necessary. Provide traffic control in accordance with Section 618.

409.03.11 Fog Seal

Apply the emulsified asphalt in accordance with Subsection 402.03.9.

409.03.12 Underseal

When required by the contract, perform an underseal following approval by the Project Manager of the prepared surface. Meet the requirements of Section 409 with the following exceptions:

1. The underseal operation may be performed prior to May 1st and after August 31st, on condition that the temperature and weather meet the manufacturer's recommendations for placement.
2. Meet the requirements of Section 411 when performing an underseal on a milled surface.

Do not begin PMS operations until 3 calendar days after the underseal has been completed.

409.04 METHOD OF MEASUREMENT

See Subsection 151.01.1 for Design-Build Contracts.

409.04.1 Bituminous Material

Bituminous material used for seal coat work is measured by the gallon or by the ton in accordance with Subsection 402.04.

409.04.2 Cover Aggregate

Cover aggregate for Type 1, Type 2, and Type 3 is measured by the square yard, based on the length and width of seal coat specified and accepted.

409.04.3 Fog Seal

Bituminous material used for fog seal is measured by the gallon or by the ton in accordance with Subsection 402.04.

409.04.4 Traffic Control

Traffic control is measured in accordance with Subsection 618.04.

409.04.5 Rolling

Rolling is not measured for payment.

409.04.6 Sweeping and Brooming

Initial sweeping and brooming and the disposal of excess material necessary for traffic control operations as outlined in accordance with Subsection 409.03.10(A) are not measured for payment.

Final sweeping and brooming operation is measured by the course mile. A course mile is defined as a roadway portion consisting of 2 travel lanes, adjacent shoulders, and turn lanes (if applicable) for a 1-mile length. Roadways with additional travel lanes or that require less than full width sweeping will be prorated. Traffic control from an approved plan necessary for final sweeping and brooming is measured in accordance with Section 618.

409.04.7 Water

Water used for dust control or wetting chips is not measured for payment.

409.04.8 Blotter Material

Blotter material is not measured for payment.

409.05 BASIS OF PAYMENT

See Subsection 151.01.1 for Design-Build Contracts.

Payment for the completed and accepted quantities is made under the following:

Pay Item	Pay Unit
Bituminous Material	Gallon or Ton
Cover - Type	Square Yard
Final Sweep and Broom	Course Mile
Traffic Control	See Subsection 618.05

409.05.1 Excess Crushed Cover Aggregate

Sale of excess crushed cover aggregate is the Contractor's option. The Contractor cannot sell material from Department-owned or Department-optioned sources without a written agreement establishing and providing royalty refunds to the Department.

The Department may purchase acceptable unused crushed cover aggregate remaining in the stockpile, if the quantity exceeds 100 tons. The conditions of purchase are described in Subsection 109.07.

Haul from the stockpile site to the site selected by the Project Manager will be by the most practical route as determined by the Project Manager. Payment for haul is 15 cents per ton-mile for distances exceeding 2,000 feet.

SECTION 410
BITUMINOUS SURFACE TREATMENT

410.01 DESCRIPTION

This work is applying 1 or more coats of bituminous material on a prepared aggregate roadway surface, covering each application with aggregate surfacing material.

410.02 MATERIALS

Furnish materials in accordance with the following section and subsection:

Bituminous Material 702
Aggregate 701

410.03 CONSTRUCTION REQUIREMENTS

410.03.1 Equipment

Maintain the following equipment on the project throughout the work.

A. Distributor. One pressure distributor for bituminous material with a minimum 1,000-gallon capacity insulated tank, internally heated.

Equip the distributor with a full-circulating spray bar:

1. At least 9 feet long.
2. Capable of 1-foot incremental length adjustments up to 16 feet.
3. Having vertical nozzle adjustment that conforms to the roadway crown.
4. Capable of lateral shifting of the entire spray bar while operating; and
5. With vertical height adjustment capable of maintaining a preset height above the road surface.

Use spray bars and flat-slotted nozzles designed to not clog during intermittent operation and provide positive cutoff of the bituminous material. Use positive-acting flow control valves to produce a uniform, unbroken spread of bituminous material.

Remove or repair distributors not uniformly distributing the bituminous material.

Ensure the distributor has devices and charts to provide accurate, rapid determination and quantity control of the bituminous material application.

Equip the distributor with a pressure pump, pressure gauge, thermometer well, thermometer, and a calibrated fluid content gauge.

Use pneumatic-tired distributors meeting legal load requirements.

B. Rollers. Furnish pneumatic tired rollers in accordance with Subsection 210.03.4(D).

C. Aggregate Spreader. Provide one self-propelled aggregate spreader:

1. Equipped with at least 4 pneumatic tired wheels on 2 axles.
2. Capable of uniformly spreading the material over the full width of the bituminous material; and
3. The spreader application rate being independent of motive power.

D. Cleaning Equipment. Use power brooms, blowers, or hand brooms.

E. Watering Stockpiles. Provide equipment for wetting the cover aggregate stockpiles, when required.

F. Watering Equipment. Furnish water-distributing equipment in accordance with Subsection 210.03.5.

G. Scales. Furnish scales in accordance with Subsection 301.03.2(C).

410.03.2 Existing Surface Preparation

Prepare the aggregate to receive bituminous surface treatment to the requirements and tolerances found elsewhere in the contract.

When required, apply a light, uniform water application to the roadway surface just before applying the bituminous material. Do not exceed 3% moisture by weight in the top 2 inches of the aggregate course.

When required, apply an aggregate treatment at the rate directed before the initial application of bituminous surface treatment. Apply the aggregate in accordance with Section 301.

410.03.3 Sweeping

Clean the roadway surface of all dust, dirt, and foreign material before applying the bituminous material.

410.03.4 Application of Bituminous Material

Apply the bituminous material with a maximum allowable variation of 0.02 gal/yd^2 from the specified application rate.

Apply bituminous material only with the Project Manager's approval. Apply the material when the surface temperature is at or above 60 °F.

Do not work when rain, wind, or temperatures would prevent obtaining the specified results.

Uniformly apply the bituminous material at the temperature and rate specified. Provide uniform surface cover and true lines.

Ensure high viscosity bituminous materials are covered with aggregate within 5 minutes.

Apply bituminous material to produce smooth and consistent transverse and longitudinal joints in successive applications with the adjacent completed surfaces.

Longitudinal joints may be from 6 to 10 inches wide but not overlap at the application ends. Prevent lapping at transverse joints by inserting a drip pan under the nozzles if necessary. Before continuing the application, spread protective sheets over the treated surface on the cover aggregate to provide bituminous coverage at the joint.

Apply the material to keep meet lines to a minimum.

The Project Manager may approve full width application of bituminous material and cover aggregate in a single, continuous operation.

Re-apply bituminous material at joints where the uncovered bituminous material has set and does not bond the aggregate at Contractor expense.

410.03.5 Application of Cover Material

When directed, water the stockpiled cover aggregate before spreading it on the bituminous material.

Cover the first bituminous material application within 60 minutes. Uniformly cover all bituminous material with cover aggregate at the specified rate. When directed, use brooms to uniformly distribute the cover aggregate. Avoid displacement or loosening of the cover aggregate.

Do not permit haul trucks and traffic to drive on any uncovered bituminous material. Furnish traffic control for fresh spread cover aggregate areas as specified in the traffic control plan.

Before applying the adjacent bituminous material, broom all joints the full width to remove loose aggregate.

410.03.6 Rolling

Roll the cover aggregate immediately after spreading within 30 minutes of spreading.

Use self-propelled pneumatic-tired rollers with a ground contact pressure of between 50 psi and 95 psi. Provide 2 rollers for each aggregate spreader used.

Roll parallel to the centerline, starting on the low side of the lane and working towards the crown or high side. Overlap roller passes at least 6 inches.

Continue rolling until a smooth, compacted surface is produced.

Avoid displacing or loosening the cover material while rolling.

410.03.7 Curing and Cleaning

When the rolling is completed on each surface course and the surface is accepted, it may be opened to traffic.

Allow the surface to cure for at least 5 calendar days.

Repair all surface defects in the treated surface immediately with the specified bituminous material or use a pre-mix bituminous aggregate at Contractor expense.

Cover areas of excess bituminous material with aggregate and roll at Contractor expense.

When the Project Manager determines the first course of bituminous material and cover aggregate has cured and set, all repairs have been accepted, all excess cover aggregate is removed, clean the surface of dirt, dust, and foreign materials.

Begin construction of the succeeding course on the cleaned surface.

410.03.8 Completion

When the final course is complete, open the surface to traffic for 3 days, using the specified traffic control. During this time, broom and roll the surface as required.

Repair all surface defects in accordance with Subsection 410.03.7.

Cover all areas exhibiting excess bituminous material with aggregate and roll it.

410.04 METHOD OF MEASUREMENT

See Subsection 151.01.1 for Design-Build Contracts.

410.04.1 Bituminous Material

Bituminous material is measured by the gallon or the ton in accordance with Subsection 402.04.

410.04.2 Cover Aggregate

Cover aggregate is measured by the ton, or the cubic yard measured in the vehicle at the point of delivery on the roadway, as specified in the contract and in accordance with Subsection 301.04.1.

410.04.3 Reserved

410.04.4 Existing Surface Preparation

Where base construction is a part of the contract with bituminous surface treatment, the items of work for surface preparation are incidental to and included in payment for the base construction.

Where bituminous surface treatment is applied to an existing aggregate surface, the work for existing surface preparation is incidental to and included in payment for the bituminous surface treatment.

410.04.5 Rolling and Watering

Rolling and watering are incidental to other items of the contract and not measured for payment.

410.05 BASIS OF PAYMENT

See Subsection 151.01.1 for Design-Build Contracts.

Payment for the completed and accepted quantities is made under the following:

Pay Item	Pay Unit
Bituminous Material	Gallon or Ton
Cover Aggregate	Cubic Yard or Ton

Surface sweeping or cleaning, watering of aggregate stockpiles and the roadway surface, repairing damaged surfaces or surfaces with excess bituminous material, and protection and repair of structures specified in accordance with Subsection 107.10.2 are not measured separately for payment.

SECTION 411
COLD MILLING

411.01 DESCRIPTION

This work is the removal of existing bituminous pavement at the locations and depth specified in the contract or designated by the Project Manager.

411.02 RESERVED

411.03 CONSTRUCTION REQUIREMENTS

411.03.1 Equipment

Use a power-operated cold milling machine equipped to control cross slope and to establish profile grade from the existing pavement or an external reference.

411.03.2 General

Do not start cold milling until the surfacing plant is fully operational and a mix design has been submitted and approved.

Starting at the center of the road, begin milling on a longitudinal line parallel to the centerline with succeeding passes progressing to the outer edge of the pavement, unless approved by the Project Manager.

Remove all thin delaminated or loose layers of existing pavement left after cold milling.

Replace the milled pavement at bridge ends and cattle guards with new bituminous surfacing the same day leaving no transverse joints in the milled areas.

If new surfacing cannot be placed on the milled area the same day, transition at no less than a 50H:1V to the original surface. The completed milled surface is to be free from transverse and longitudinal irregularities exceeding ¼-inch when measured with a 10-foot straightedge. Each successive pass will be pulled even with the previous and not staggered.

After cold milling, do not leave the remaining pavement exposed to traffic more than 72 hours before placing the plant mix surfacing. The 72-hour duration may be modified by the project manager depending on the durability of the milled surface.

The Contractor will be responsible for repairing any damage that occurs to the roadway prior to plant mix paving. Do not proceed with paving without the approval of the Project Manager.

Replacing existing pavement is a separate operation from any succeeding overlay or lift.

411.03.3 Milling

A. Connections. Mill the existing bituminous surfacing from bridge decks, bridge approaches, cattle guards, and project connections at the locations specified in the contract or as directed by the Project Manager.

1. Bridge Decks.

- Mill the depth shown in the contract or as adjusted to meet field conditions.

2. Bridge Ends.

a. Mill full depth from the bridge end out for 30 feet prior to the milling taper.

b. For milling depths less than or equal to 0.35 feet, mill a taper distance of 200 feet.

c. For milling depths greater than 0.35 feet, mill a taper distance based on a rate of 30 feet per 0.05 feet of milling depth.

3. Cattle Guards or Railroad Crossings.

a. Mill full depth from the cattle guard or railroad crossing out for a distance of 15 feet prior to the milling taper.

b. Mill a taper distance of 50 feet.

4. **Project Connections.**
   - **a.** For milling depths less than or equal to 0.35 feet, mill a taper distance of 200 feet.
   - **b.** For milling depths greater than 0.35 feet, mill a taper distance based on a rate of 30 feet per 0.05 feet of milling depth.

B. Milling at Other Designated Areas. Mill the existing pavement at the locations, widths and depths specified. The depth is measured below the existing pavement plane projected from points on un-distorted pavement near the centerline and the edge of the driving lane.

C. Cold Milling for Seal and Cover. Meet the following requirements when a seal and cover is placed directly on the cold mill surface:

1. Use a cold milling cutting head having maximum ¼-inch tooth spacing.
2. Equip the milling machine with automatic controls and sensors on both sides to maintain the specified grade and transverse slope.
3. Do not operate the milling machine more than 75 feet/minute unless it can be demonstrated to the Project Manager that the milled surface can meet the plant mix overlay surface tolerance specified in accordance with Subsection 401.03.23(B).
4. Do not begin placing the seal and cover until all cold millwork is complete.

411.03.4 Salvage of Pavement Millings

Milled pavement is the Contractor's property and must be removed from the project unless used for traffic gravel and/or shoulder gravel. When required by the contract salvage, haul, and stockpile the milled pavement to the specified site.

411.03.5 Replacing Removed Pavement

Pave all milled areas in the contract with the specified bituminous mixture, placed to the specified depth.

Grades will be provided at 50-foot intervals for placing the new pavement for 250 feet from each bridge end and 100 feet from cattle guards. Set a wire line for grade control with intermediate supports to prevent wire deflection exceeding $\frac{3}{16}$-inch. Stop paving if the deflection exceeds $\frac{3}{16}$-inch and make appropriate corrections.

Apply a tack coat on all milled areas before paving.

411.04 METHOD OF MEASUREMENT

See Subsection 151.01.1 for Design-Build Contracts.

Cold milling is measured by the square yard of pavement removed to the specified depth.

411.05 BASIS OF PAYMENT

See Subsection 151.01.1 for Design-Build Contracts.

Payment for the completed and accepted quantities is made under the following:

Pay Item	Pay Unit
Cold Milling	Square Yard

The contract unit price may be adjusted if the Project Manager issues a written order to increase or decrease the milling depth.

Hauling, windrowing, transferring, or stockpiling cold milled material will not be measured for payment. Include all costs for the disposal of cold millings in the unit bid price for Cold Milling.

DIVISION 500 CONCRETE CONSTRUCTION

SECTION 501
PORTLAND CEMENT
CONCRETE PAVEMENT

501.01 DESCRIPTION

This work is the construction of PCCP on a prepared subgrade or base course.

501.02 MATERIALS

501.02.1 Concrete

Furnish concrete in accordance with Section 551 for Class Pave concrete.

A. Cement. Furnish Type I, II, V, IL, IS, IP, or IT Portland cement listed on the QPL, in accordance with Subsection 551.02.1.

B. Aggregate. Use optimized gradations in accordance with MT 122 unless otherwise specified. Furnish aggregate in accordance with Subsection 701.01.2 having a wear factor not exceeding 30%.

501.02.2 Reinforcing Steel

Steel-wire fabric and steel bar mat sizes and dimensions are specified in the contract.

Furnish steel-wire fabric reinforcement in flat sheets.

Furnish bar mats and bars of structural or intermediate grade, as specified in the contract.

Furnish all reinforcing steel in accordance with Section 555 and Subsection 711.01.

501.02.3 Dowel Bars and Sleeves

Furnish Grade 40 or 60 plain round dowel bars in accordance with AASHTO M 31.

Epoxy coat the dowel bars, including the ends in accordance with AASHTO M 254 at 10 ± 2 mils. Ensure the bars are coated by an applicator plant listed on the QPL and certified under the CRSI epoxy coating plant certification program for fusion-bonded epoxy applicator plants.

Do not use bars having burrs or other deformation that restrict slipping in the concrete.

Provide dowels with a factory applied petroleum, paraffin-based lubricant with a manufacturer certified use as a bond breaker.

Furnish sleeves for dowel bars meeting the contract requirements.

501.02.4 Tie Bars

Furnish Grade 40 or 60 deformed steel bars in accordance with AASHTO M 31 and Subsection 711.01.2. The length, size, and spacing of the bars are specified in the contract.

501.02.5 Expansion Joint Filler and Joint Sealing Material

Furnish expansion joint filler and joint sealing material listed on the QPL and in accordance with Subsection 707.01.

501.02.6 Curing Compound

Furnish Type 2 curing compound listed on the QPL and in accordance with Subsection 717.01.3.

501.03 CONSTRUCTION REQUIREMENTS

501.03.1 Equipment

A. General. Do not begin paving operations until all equipment and tools for the pavement construction are available at the site.

Use handling, batching, mixing, and concrete transporting equipment in accordance with Section 551 and the following.

Use batch plants that proportion aggregates and cement by weight using automatic and interlocked proportioning devices. For placements up to 1000 yd^2, approval may be requested to use manual plants.

Use hauling equipment in accordance with Subsection 551.03.4. Remove and dispose of concrete remaining in haul units before reloading with fresh concrete. If using non-agitating hauling equipment, ensure smooth, mortar-tight metal bodies that completely discharge the concrete at a uniform rate without segregation. Provide covers when necessary to prevent the concrete from drying out or being exposed to weather-related moisture. Plant-mixed concrete may be transported in non-agitating vehicles provided that concrete is in a workable condition when placed and:

1. Discharge is completed within 45 minutes after the introduction of mixing water to the cement and aggregates, or
2. Discharge is completed within 60 minutes after the introduction of mixing water to the cement and aggregates, provided the concrete mix temperature is 70°F or below during placement, or
3. Discharge is completed within 60 minutes after the introduction of mixing water to the cement and aggregates, provided the mix contains an approved set retarder used in accordance with Subsection 551.03.3.

B. Slip-Form Paver. Use a self-propelled slip-form paver capable of consolidating, screeding, and float-finishing freshly placed concrete in one complete pass of the machine for the required thickness. Use machines equipped to internally vibrate the concrete for the full width and depth placed in a single pass as required to produce a dense, homogeneous pavement. Ensure the rate of vibration of each vibrating unit is at least 7,500 cycles per minute. Ensure the vibration is sufficient to be perceptible on the surface of the concrete along the entire length of the vibrating unit and for a distance of at least 1-foot. Vary the frequency or amplitude of vibration proportionately with the rate of travel to result in a uniform density and air content. Ensure the paving machine is equipped with a tachometer or other suitable device for measuring and indicating the actual frequency of vibrations.

Ensure equipment can produce the frequency and amplitude the paver manufacturer recommends for the placement at hand.

C. Stationary Side Forms. Use clean, straight, un-warped steel forms with a vertical face of appropriate for the depth of placement. Ensure that forms have side and base supports capable of supporting finishing equipment and are sufficiently strong to resist concrete pressure without bulging.

Wood or plastic forms for forming fillets, widened areas in intersections, curves less than 100-foot radius, and in other engineer-approved locations.

D. Finishing Equipment for Stationary Side Forms.

1. Bridge Deck Finishing Equipment. Use transverse-finishing rotating drum bridge deck finishing machines.
2. Truss Screeds. Use air-vibrated or mechanically vibrated truss screeds designed for and capable of striking off the placement.

E. Joint Sawing Equipment. Provide wet-cut saws for joint establishment in the all concrete.

When using early-entry saws, use saw blades and skid plates specifically designed for the type coarse aggregate used in the concrete in accordance with the saw manufacturer’s recommendation.

F. Hand Finishing Tools. Use aluminum, magnesium, or wooden hand finishing tools. Do not use steel had finishing tools.

501.03.2 Pre-paving Conference

Schedule a pre-paving conference to be held at least 72 hours before paving starts.

Submit an agenda to include equipment, construction methods, specification requirements, and lines of communication.

The conference must include the foreman, subcontractors/suppliers, other Contractor personnel that will supervise the concrete paving operations, and key Department inspection personnel.

501.03.3 Mixing

Mix concrete in accordance with Subsection 551.03.3.

501.03.4 Transporting Concrete

Transport concrete in equipment in accordance with Subsections 501.03.1 and 551.03.4.

501.03.5 Placing and Finishing Concrete

Concrete will be tested and accepted in accordance with Section 551.

A. Slip-form Method. Uniformly distribute concrete into final position by a self-propelled slip-form paver without delay. Regulate the alignment and elevation of the paver from outside reference lines established for this purpose, or by an electronic control system capable of controlling the line and grade within required tolerances. Ensure the paver vibrates the concrete for the full width and depth of the strip of pavement being placed and the vibration is adequate to provide a consistency of concrete that stands normal to the surface with sharp well-defined edges. Ensure the sliding forms are rigidly held together laterally to prevent spreading.

Ensure the plastic concrete is effectively consolidated by internal vibration with transverse vibrating units for the full width of pavement and/or a series of equally spaced longitudinal vibrating units. The space from the outer edge of the pavement to the outer longitudinal unit must not exceed 9 inches. The spacing of internal units must be uniform and not exceed 18 inches.

The term internal vibration means vibration by vibrating units located within the specified thickness of pavement section.

Hold the concrete at a uniform consistency. Operate the slip-form paver with as nearly a continuous forward movement as possible. Coordinate all operations of mixing, delivering, and spreading concrete to provide uniform progress with stopping and starting of the paver held to a minimum. If, for any reason, it is necessary to stop the forward movement of the paver, immediately stop the vibratory and tamping elements. Do not apply tractive force to the machine, except that which is controlled by the machine.

When concrete is being placed adjacent to an existing pavement, equip that part of the equipment which is supported on the existing pavement with protective pads on crawler tracks or rubber-tired wheels on which the bearing surface is offset to run a sufficient distance from the edge of the pavement to avoid breaking the pavement edge.

B. Stationary Side Form Method. Before placing side forms, ensure the underlying material is at the proper grade. Place the side forms to the required grade and alignment of the edge of the finished pavement. Wood wedges may be used to adjust the form elevation provided they do not extend into the concrete. Firmly support the forms during the entire operation of placing, compacting, and finishing the pavement.

Drill forms in advance of being placed to line and grade to accommodate tie bars where these are specified.

Ensure side forms remain in place at least 12 hours after the concrete has been placed, and in all cases until the edge of the pavement no longer requires the protection of the forms. Apply curing compound to the concrete immediately after the forms are removed.

Thoroughly clean and oil side forms each time they are used and before concrete is placed against them.

Spread, screed, shape, and consolidate concrete by one or more self-propelled machines. Ensure these machines uniformly distribute and consolidate concrete without segregation so that completed pavement will conform to required cross section with a minimum of handwork.

Ensure the number and capacity of machines furnished is adequate to perform the work required at a rate equal to that of concrete delivery.

Effectively consolidate concrete for the full paving width by means of surface vibrators, in combination with internal vibrators, or by some other method of consolidation that produces equivalent results without segregation.

When vibrators are used to consolidate concrete, ensure the rate of vibration is at least 3,500 cycles per minute for surface vibrators and is at least 7,000 cycles per minute for internal vibrators. Ensure the amplitude of vibration is sufficient to be perceptible on the surface of the concrete more than 1-foot from the vibrating element. Furnish a suitable device for measuring and indicating frequency of vibration. Connect power to vibrators so that vibration ceases when forward or backward motion of the machine is stopped.

C. Final Surface Finish. Hand-float the surface only as needed to produce a uniform surface and sharp corners. Do not add water to the surface of concrete before or during finishing. Do not use excess mortar to build up slab edges or round the slab corners. Before the concrete's initial set, work the pavement edges along each side of transverse isolation joints, transverse construction joints, and fixed forms to produce a ¼-inch continuous radius and a smooth, dense mortar finish. Check the surface of the fresh concrete with a long-handled straightedge that is 10 feet or longer. Remove high areas indicated by the straightedge.

D. Texturing. Longitudinally tine all pavements unless transverse tining is allowed as described below. In advance of curing operations, where longitudinal tining is required, complete initial and final texturing on the pavement. Perform initial texturing with a burlap drag or broom device that produces striations parallel with the centerline. Perform final texturing with a wire comb tine device that produces grooves parallel with the centerline. Operate the wire comb tine device within 5 inches, but not closer than 3 inches, of pavement edges.

Ensure burlap drags, brooms, and tine devices are installed on self-propelled equipment having external alignment control. Ensure the area of burlap in contact with the pavement surface is always constant. Include positive elevation control on broom and tine devices. Maintain downward pressure on pavement surface during texturing to achieve uniform texturing without measurable variations in pavement profile. Maintain constant travel speed during texturing. Ensure the wire comb of the final texturing device is rectangular in cross section, 3/32 to ⅛-inch wide, on ¾-inch centers, ± ⅛-inch, and of sufficient length, thickness, and resilience to form grooves approximately ⅛-inch deep in the fresh concrete surface. Ensure final texture is uniform in appearance with substantially all the grooves having a depth between 1/16 and 3/16-inch.

On projects requiring less than 1,000 yd^2 of cement concrete pavement, for irregular areas or areas not accessible to slip-form pavers, the surface finish may be either longitudinal tined or transverse tined. Complete transverse tining by texturing with a wire comb perpendicular to the centerline. Ensure the wire comb of the final texturing device is rectangular in cross section, 3/32 to ⅛-inch wide, on ¾-inch centers, ± ⅛-inch, and of sufficient length, thickness, and resilience to form grooves approximately ⅛-inch deep in the fresh concrete surface. Ensure final texture is uniform in appearance with substantially all the grooves having a depth between 1/16 and 3/16-inch. Ensure the elements of the wire comb as nearly perpendicular to the concrete surface as is practical, to eliminate dragging the mortar.

Regardless of the surface finish, if the pavement has a raised curb, end the texturing 2 feet from the curb line.

501.03.6 Protection of Concrete from Adverse Weather

Maintain materials at the project site to protect all un-hardened concrete surfaces from rain, hail, or snow.

When adverse weather appears imminent, stop paving operations, and cover all surfaces of the un-hardened concrete with the protective covering. Do not finish rainwater, hail, or snow into the concrete surface.

501.03.7 Evaluation and Repair of Weather -Damaged Concrete

Cease operation when rain is threatening. Remove, replace, or repair any pavement damaged by rain, hail, or snow as determined by the Project Manager. Pavement is considered damaged when rain, hail, or snow leaves noticeable texture on the surface.

All protective, remedial, and corrective work to produce acceptable pavement is at Contractor expense.

501.03.8 Curing

Immediately after finishing operations have been completed and marring of the concrete will not occur, cure the entire surface of the newly placed concrete in accordance with Subsection 551.03.7 and one of the following methods.

A. Membrane. Before application, agitate the curing compound as received in the shipping container to obtain a homogenous mixture. Protect membrane curing compounds from freezing. Handle and apply the membrane curing compound in accordance with the manufacturer's recommendations and the following:

1. Apply compound to the entire area of the exposed surface of the concrete with an approved mechanical spray machine at a rate of one gallon to not more than 150 ft^2.
2. Apply curing compound homogeneously to provide a uniform, solid, white opaque coverage on all exposed concrete surfaces (having an appearance resembling a white sheet) at the time of application.
3. Immediately re-apply compound to damaged areas protected for less than 72 hours by spraying.
4. If the Project Manager determines that the initial or corrective spraying result in unsatisfactory curing, the Project Manager may require the Contractor to use the White Polyethylene Sheeting method, at no additional cost to the Department.

Use a fully automatic, self-propelled mechanical power sprayer to apply the curing compound in accordance with the following:

1. Operate the equipment to direct the curing compound to the surface from two different lateral directions.
2. Do not allow the sprayer to ride on the pavement surface.
3. Ensure the sprayer covers the entire lane width and atomizes the curing compound.
    - **a.** If puddling, dripping, or non-uniform application occurs, suspend the operation to perform corrections as approved by the Project Manager.
    - **b.** Ensure the sprayer is equipped with the following:
    - **c.** A re-circulating bypass system that provides for continuous agitation of the reservoir material,
    - **d.** Separate filters for the hose and nozzle,
    - **e.** Check valve nozzles,
    - **f.** Multiple or adjustable nozzle system that provides for variable spray patterns,

g. A shield to control loss of material by wind action, and

h. A spray-bar drive system that operates independently of the wheels or track drive system.

For pavements less than 1000 yd^2 and for irregular or narrow surfaces, submit a curing plan for approval including equipment proposed for use.

Do not apply curing compound to the inside faces of joints to be sealed.

Do not apply curing compound during rain. Have enough material on the project to immediately suspend membrane curing and begin polyethylene sheeting in accordance with Subsection 501.03.11(B). Cover all concrete previously placed that is subject to damage or loss of curing compound. Repair all concrete damaged by rain to the Project Mangers approval and at no cost to the Department.

B. White Polyethylene Sheeting. Furnish sheeting in accordance with Subsection 717.01.5. Place sheeting over the pavement immediately after finishing operations are completed.

Place the sheeting so that individual sheets cover the entire pavement width and overlap longitudinally a minimum of 2 feet. Ensure the lapped areas are held in close contact with the pavement by weighting sufficiently to prevent movement by the wind. Extend the sheeting downward to cover the edges of the pavement and secure to the subgrade. Cover any holes or exposed concrete immediately. Maintain the sheeting against injury and ensure complete coverage until the pavement has reached a minimum compressive strength of 2,500 psi.

C. Water Cure. Water cure in accordance with Subsection 551.03.7(A) until the pavement has reached a minimum compressive strength of 2,500 psi.

501.03.9 Handling and Placing Reinforcement

Keep reinforcing steel clean, rust free, straight and distortion free, placed and held in position as specified.

Store reinforcing steel out of the weather, distributing only the steel needed for immediate placing within the work.

Assemble and place reinforcement for bar mats as specified. Maintain bar mat placement during concreting operations. Tie all intersections. Lap all adjacent ends at least 40 bar diameters.

501.03.10 Joints

Make transverse construction joints as detailed in the contract, at the end of each day's run, or where concrete work is interrupted for more than 1 hour.

A. Sawing Joints. Saw joints in a single cutting operation for a specific joint. Make saw cuts true to line and to the dimensions shown in the contract. Begin joint sawing as soon as the concrete has hardened sufficiently to permit sawing without raveling or moving of aggregate. Saw joints before uncontrolled cracking takes place. Control joints may be sawed by any saw designed for concrete sawing. If necessary, use continuous sawing operations regardless of weather or daylight conditions. Discontinue sawing a joint if a crack develops ahead of the saw.

A heavy span saw which is supported on the new pavement is not allowed for sawing pavements and concrete overlays less than 7 inches thick. If the pavement has been covered or protected due to cold weather, rain, or snow, saw joints by conventional saw equipment only.

Saw joints requiring compression sealant materials to be installed so that the compression sealant material can be installed and function correctly.

Repair uncontrolled cracking or random transverse cracking at no additional cost to the Department. Use repair methods approved by the Project Manager.

B. Expansion Joints. Install preformed joint material perpendicular to the pavement surface. Ensure that the joint material remains in proper position. Set reference stakes or markers showing joint location prior to placing concrete adjacent to the joint. After the mechanical finishing equipment has passed over the joint, check the joint for movement. If movement in excess of ½-inch has occurred, immediately correct the installation to its intended position. After the surface finishing has been completed, edge the joint as shown in the contract documents with minimum disturbance to the adjacent concrete.

C. Sealing Joints. Seal joints as designated in the contract before any portion of the pavement is opened to the traffic, including construction traffic. Saw or prepare joint openings to the designated dimensions. Clean the joint opening and seal with material in accordance with Subsection 501.02.5.

Within 3 hours after a joint has been wet sawed to the finished dimension, flush the wet sawing residue away from the sawed faces using a high-pressure water blast operating with at least 1000 lb./in^2. Within 3 hours after the joint has been dry sawed to the finished dimension, blow the dry sawing residue from the joint. Use air compressors that provide moisture and oil free compressed air.

Immediately prior to installation of sealant, clean joints with an air blast. Do not perform sealing until visual examination verifies the joint surfaces appear dry, and clear of dust and contamination. Prepare joint sealer and install it in the joint and to the proper level as shown in the contract and as recommended by the manufacturer. Heat hot poured sealers in a thermostatically controlled heating kettle. Heat the material to the temperature required for use, but not above that recommended by the manufacturer. After sealing, remove excess sealer from the pavement surface.

Place joint sealer only when the pavement and ambient air temperatures are 40°F or above. When near this minimum, additional air blasting or drying time, or both, may be necessary to ensure a satisfactory bond to the joint faces. When this sealer cannot be properly placed due to weather/seasonal limitation, submit a joint construction plan and sealing details for approval before commencing paving. Delay the cleaning, sealing, and, if required, resawing of joints until the following spring. This delay requires the Engineer's approval.

When surface correction is required, repair seals damaged from the corrective work. Joint preparation, cleaning, and sealing may be delayed until after corrective work, provided the pavement is not opened to traffic before corrective work is performed.

The Project Manager may limit the wheel loads and axle loads of equipment operating on the pavement during preparation, cleaning, and sealing operations, if prior to the age and strength specified in Subsection 501.03.13.

D. Alternative Joint Layout. Submit an alternate plan for longitudinal and transverse joint layout with details that are determined by Contractor sequencing.

Space the transverse joints not less than 10 feet and not more than 15 feet. Space longitudinal joints not further than 13 feet and as close to lane lines as possible. Skew longitudinal lines along mainline to match lane lines ahead.

Construct transverse joints at a 90° angle to the centerline. Continue transverse joints through the curb. Skew longitudinal and transverse joints to intersect all manholes, boxes, and inlets. The angle of joint intersection or between joints and a free edge must not be less than 60°. Space joint offsets not less than 18 inches.

501.03.11 Surface Test

Test pavement surfaces in accordance with the following criteria using the straightedge method.

- Sections less than 300 feet in length.

- Sections within 50 feet of existing pavements or bridge ends.
- Sections within 50 feet of intersections requiring warping to match side streets.
- Sections having horizontal curves with a centerline radius less than 1000 feet and the superelevation transitions of those curves.
- Sections having vertical curves with L/A (K-value) less than 100 where L is the length of the curve in feet and A is the grade change in percent.

Test all other surfaces in accordance with Subsection 501.03.11(B).

A. Straightedge. Measure surface smoothness of travel lanes not subject to MRI testing with a 10- foot straightedge. Ensure the completed surface of the wearing course does not vary more than ⅛-inch from the lower edge of a 10-foot straightedge placed on the surface parallel to the centerline.

Measure smoothness perpendicular to the centerline with a 10-foot straightedge across all lanes with the same cross slope, including shoulders when composed of cement concrete pavement. Discontinue the overlapping 10-foot straightedge measurement at a point 6 inches from the most extreme outside edge of the finished pavement. Ensure the completed surface of the wearing course does not vary more than ¼-inch from the lower edge of a 10-foot straightedge placed on the surface perpendicular to the centerline. Correct any deviations in excess of the above tolerances.

Where the grinding methods would result in an unsatisfactory surface or in a slab thickness less than specified, the affected pavement may require an adjustment in the contract unit price or removal and replacement in accordance with Subsection 501.03.17.

B. Ride Specification. Pavement surface smoothness for this project includes International Roughness Index (IRI) testing. Perform IRI testing on each through lane, climbing lane, ramp, and passing lane, greater than 0.2 mile in length. These sections will be subject to incentive/disincentive adjustments. Evaluate ride quality using the Mean Roughness Index (MRI) calculated by averaging the IRI data for the left and right wheel path within the section.

Shoulders, tapers, and other areas not included in MRI testing will not be subject to incentive adjustments. All work is subject to parallel and transverse 10-foot straightedge requirements, corrective work, and disincentive adjustments.

Operate the inertial profiler in accordance with AASHTO R 57. Collect two longitudinal traces, one in each wheel path. Collect profile data after completion of all concrete paving on the project in a continuous pass including areas excluded from pay adjustments. Provide notice at least 7 calendar days prior to testing.

Within 30 calendar days after the Contractor’s testing, the Department may perform verification testing. If the verification testing shows a difference in MRI greater than the percentages shown in Table 2 of AASHTO R 54 the following resolution process will be followed:

1. The profiles, equipment and procedures will be evaluated to determine the cause of the difference.
2. If the cause of the discrepancy cannot be resolved, coordinate retesting with both profilers at a mutually agreed upon time. The two profilers will test the section within 30 minutes of each other. If the retest shows a difference in MRI equal or greater than the percentages shown in Table 2 of AASHTO R 54 the Engineer’s test results will be used to establish pay adjustments.

Evaluate profiles for acceptance, incentive payments, disincentive payments, or corrective action using the current version of ProVAL and submit the results including the profile data in unfiltered electronic Engineering Research Division (ERD) file format within 2 business days of completing testing each section of pavement. If the profile data files are

created using an export option in the manufacturer's software where filter settings can be specified, use the filter settings that were used to create data files for certification.

Analyze the entire profile. Exclude any areas specifically identified in the Contract. Exclude from the analysis the first 50 feet after the start of the paving operations and last 50 feet prior to the end of the paving operation, the first 50 feet on either side of bridge structures and bridge approach slab. Report the MRI results in inches per mile for each 52.8-foot section and horizontal distance measurements in project stationing to the nearest foot. Include pay adjustments in the results. The Project Manager will verify the analysis.

Corrective work for pavement smoothness may be taken by the Contractor prior to MRI testing. After completion of the MRI testing, measure the smoothness of each 52.8-foot section with an MRI greater than 125 inches per mile with a 10-foot straightedge within 14 calendar days or as allowed by the Project Manager. Identify all locations that require corrective work and submit the straight edge measurements at each location that exceeds the allowable limit. If all measurements in a 52.8-foot section comply with smoothness requirements, submit the maximum measurement and a statement that corrective work is not required. Corrective work is required for pavement identified by the Contractor or Department that does not meet the following requirements:

1. The completed surface is uniform in texture, smooth, uniform as to crown and grade, and free from defects of all kinds.
2. The completed surface does not vary more than ¼ inch from the lower edge of a 10-foot straightedge placed on the surface parallel to the centerline.
3. The completed surface does vary not more than ¼ inch in 10 feet from the rate of transverse slope shown in the contract.

Complete all corrective work at no additional expense to the Department, including traffic control. Do not begin corrective work until the concrete has reached design strength. Repair pavement by one or more of the following methods:

1. Diamond grinding: ensure repairs do not reduce pavement thickness by more than ¼ inch less than the thickness shown in the contract. When required by the Project Manager, verify the thickness of the concrete pavement by coring. Thickness reduction due to corrective work will not be included in thickness measurements for calculating the Thickness Deficiency in Subsection 501.03.17.
1. Removal and replacement.
2. By other method allowed by the Project Manager.

Check the repaired area with a 10-foot straightedge to ensure it no longer requires corrective work. With concurrence of the Project Manager an inertial profiler may be used in place of the 10-foot straight edge.

501.03.12 Correcting Spall and Cracks

Remove and replace pavement slabs cracked through the full depth into 3 or more parts.

Repair pavement slabs containing a single diagonal crack intersecting the transverse and longitudinal joints within ⅓ of the width and length of the slab from the corner by removing and replacing the smaller portion of the slab. Repair broken slabs as directed.

Groove and seal random cracks that penetrate the full depth of the pavement. Groove the top of the crack to ¾-inch minimum depth and a width between ⅜ to ⅝-inch using an approved grooving machine. Use a vertical rotary-cutting machine that can follow the crack path and widen the top of the crack to the required section without spalling or damaging the concrete. Remove all loose and fractured concrete, and thoroughly clean and seal the groove with the sealant specified in the contract.

The Project Manager will determine what random cracks are tight, don't penetrate the full depth of the pavement and will be left undisturbed. When requested by the Project Manager, determine the crack depth penetration by drilling and inspecting cores at Contractor expense.

When a transverse random crack terminates in or crosses a transverse contraction joint, fill the un-cracked portion of the joint with epoxy-resin mortar or grout, and route and seal the crack.

When a transverse random crack nearly parallels the planned contraction joint and is within 5 feet from a contraction joint, route, seal, and fill the crack with epoxy-resin grout or mortar.

When a transverse random crack is more than 5 feet from the nearest contraction joint in the pavement, seal both the joint and the crack. Thoroughly clean the joints before filling with epoxy-resin mortar or grout.

Repair spalls by making a saw cut at least 1-inch outside the spalled area and to a minimum depth of 2 inches. When the spalled area abuts a joint, make a saw-cut 2 inches deep or ⅙ the slab thickness, whichever is greater. Chip out the concrete between the saw cut and the joint or primary crack to solid concrete. Thoroughly clean the resulting cavity of all loose material. Apply a prime coat of epoxy-resin binder to the dry, cleaned surface of all cavity sides, except the working joint faces to be retained. Apply the prime coat by scrubbing it into the surface with a stiff bristle brush. Place hydraulic cement concrete or epoxy-resin concrete or mortar immediately following the prime coat application.

For spalled areas abutting working joints or working cracks penetrating full depth, place an insert or other bond breaker to maintain the joint or crack during the patch repair.

501.03.13 Opening to Traffic

Traffic and Contractor's vehicles and equipment are prohibited on the concrete until one of the following test results indicate the concrete has achieved strength. Joint sawing and sealing equipment are allowed with the Project Manager's approval.

A. Flex Beam Method. Prepare the concrete flex beams in accordance with MT 101 and test for modulus of rupture using AASHTO T 97.

One test set consists of 3 beams. Take the concrete for the test beams from different concrete batches for each 2,500 yd^2 of concrete pavement and make at least 2 sets per day. Test the beam sets for modulus of rupture. Cure the test beams under the same environmental conditions as the pavement they represent. The pavement, represented by the beams, may be opened to traffic when the average modulus of rupture of the set exceeds 350 psi and no individual beam's modulus of rupture is less than 300 psi.

The Contractor may select the time for testing the beams. Test the flex beams on or near the project, using Contractor furnished equipment and with a Department Inspector witnessing the tests.

Include all costs to make, cure and test the flex beams in the contract unit price for PCCP.

B. Maturity Meter Method. Prepare concrete flex beams or compressive test cylinders to validate the maturity meter performance curves. Furnish the Project Manager the maturity-strength relationship and maturity curves along with supporting data for verification. Maturity-strength relationship must indicate compressive strengths of 2500 psi or greater. Develop the maturity meter index curves before construction has commenced.

Determine the time for testing flex beams. Furnish suitable testing equipment.

The pavement may be opened to traffic and construction equipment, with Project Manager's approval, when the maturity meter readings reflect target values have been met.

Furnish all equipment, including maturity meter, thermocouples, wire, and a qualified technician to monitor the maturity meter system.

C. Concrete Test Cylinder Method. Prepare concrete test cylinders according to MT 101 and AASHTO R 60, and test for compressive strength according to AASHTO T 22.

Make a minimum of one set of three compressive test cylinders, sampled from random locations, for each 2,500 yd^2 of concrete pavement but not less than two sets per day. Test compressive test cylinders in sets of three for compressive strength. Cure test cylinders under the same conditions as the pavement they represent.

The pavement may be opened to traffic and construction equipment, with Project Manager's approval, when the average compressive strength of a set of test cylinders is 2500 psi or greater with no single test less than 2,000 psi.

Determine the time for testing cylinders. Furnish suitable equipment and test compressive cylinders on or near the project.

Opening to traffic does not constitute a final acceptance of the pavement. The pavement is accepted upon confirmation of the 28-day compressive strength. Repair all concrete damaged prior to the final acceptance at Contractor expense.

501.03.14 Integral Curb

Construct the curb monolithically with the pavement.

Construct the inside face of the curb true to the lines and grades in the contract using the finish specified for the concrete pavement, including longitudinal floating and burlap drag finishing.

Test the surface for longitudinal trueness with a straightedge while the concrete is still plastic. Meet the same surface requirements specified for the concrete pavement.

Continue concrete pavement joints through the integral curb at the same locations, of the same type, and constructed in the same manner.

Cure the integral curb as specified for concrete pavement.

501.03.15 Weather and Night Limitations

Place concrete at night only with the Project Manager's written approval.

Stop concrete work when the ambient temperature falls below 40 °F and do not resume until the ambient air temperature reaches 35 °F and is rising.

Do not place concrete on a frozen foundation course or subgrade.

Remove and replace all concrete damaged by frost at Contractor expense.

501.03.16 Protection of Concrete

Cover the concrete with an approved commercial insulating blanket, covering all pavement if the ambient temperature falls below 35 °F during the cure period. Leave in place for 7 days.

The Project Manager may direct the leaving the blanketing in place beyond the 7-day curing period.

501.03.17 Pavement Thickness

Construct concrete pavement to the specified thickness. Pavement not meeting the required thickness will be subject to replacement in accordance with Subsection 501.03.17(B) or to the price adjustments according to Table 501-1. Tolerances allowed for subgrade or base course construction do not modify the thickness requirements.

A primary unit of pavement is the pavement area placed in each day's paving operations. Within each primary unit there may be several secondary units as specified in 501.03.17(B)(2).

A. Thickness Verification.

1. **Survey Method.** Thickness measurement locations will be determined by random sampling in accordance with MT 606. A minimum of 10 random locations will be tested for each 12,000 ft^2 of pavement placed within the primary unit. Elevations will be recorded to the nearest 0.01-foot. Measurements will be taken as follows:

The locations will be selected on the finished surface before paving and at the same location on the finished concrete surface.

The thickness variation will be determined by subtracting the planned thickness from the constructed thickness at each surveyed location. Variations exceeding the planned thickness will be considered as a 0.00 feet deviation in the average. The average of the measurements will represent the variation for that primary unit.

2. **Coring Method.** The Project Manager reserves the right to verify the thickness or resolve discrepancies by coring using AASHTO T 148, recording that measurement to the nearest 0.01-foot. Fill core holes with concrete of the same quality as used for the pavement at no cost to the Department.

B. Thickness Deficiency.

1. Variation less than or equal to 0.07-foot. If the thickness variation in a primary unit is less than 0.07-foot, a deduction will be applied in the amount determined in Table 501-1 times the area of pavement in the primary unit. No incentive or contract adjustment will be allowed for constructed thicknesses exceeding the planned thickness.

TABLE 501-1
CONCRETE PAVEMENT THICKNESS DEFICIENCY

Average Thickness Deficiency	Price Deduction (%)
Feet	
0.02	0
0.03	20
0.04	32
0.06	43
0.07	50

Average thickness deficiencies greater than 0.02-foot are rounded to the nearest 0.01-foot and the deficiency adjustment made using Table 501-1.

2. Variation greater than 0.07-foot. For each section in a primary unit with a thickness variation greater than 0.07-foot, the Project Manager will determine the dimensions of the secondary unit area. The secondary unit is made up of entire panels only. Panels are the areas bound by longitudinal and transverse joints and pavement edges.

C. Acceptance. The Project Manager will randomly measure the thickness in each panel adjacent to the panel(s) in the primary unit which exceeded 0.07-foot, by either the survey method or AASHTO T 148. Measurements are taken in each panel until the panels which exceed 0.07-foot are isolated. The Project Manager will determine which panel(s) will require replacement and which may remain in place when the limits of the secondary unit have been defined. Acceptance will be in accordance with procedures (1) or (2) below:

1. Remove and replace the deficient panels at Contractor expense with new concrete. If the area to be removed is not bounded by longitudinal or transverse joints, saw the weakened plane joints at Contractor expense at the locations designated by the Project Manager. Lower the subgrade or base to meet the full thickness requirements. Replaced pavement will be tested for thickness requirements using additional secondary measurements and is subject to all the contract requirements.

2. The Contractor may leave deficient pavement panels in place if the panels meet all the other contract requirements. A deduct equal to 50% of the contract unit price per square yard will be imposed for those pavement panels left in place. The Department may deduct that amount from any monies due or that may become due the Contractor in

accordance with the contract. The decision to leave a deficient panel in place will be by contract modification in accordance with Subsection 105.03.

The cost of all secondary thickness measurements made under this subsection will be deducted from any monies due or that may become due the Contractor in accordance with the contract.

After isolating the secondary unit area(s) from consideration, the average thickness deficiency of the remainder of the primary unit areas will be determined in accordance with Subsection 501.03.17(B)(2). Secondary measurements made outside of a secondary unit area will be used to determine an average in the remaining primary unit area in which the measurements are taken.

No contract adjustment will be allowed for meeting these requirements.

501.03.18 Accelerated Paving Techniques

Submit a request with details for any proposed accelerated paving techniques. Accelerated paving techniques may include but are not limited to, admixtures, cement, alternative curing methods, sawing methods, and joint sealing.

501.04 METHOD OF MEASUREMENT

See Subsection 151.01.1 for Design-Build Contracts.

Furnishing and installing all tie bars, dowels, setting and maintaining wire control lines, sawing longitudinal and transverse joints, sealant, reinforcing steel, accelerated paving techniques, and testing for opening to traffic is not measured for payment. Include all costs in the unit price of PCCP.

501.04.1 Area Measurement

PCCP is measured by the square yard.

The measured width is from outside to outside of completed pavement including integral curb, not exceeding the specified width or the width ordered by the Project Manager.

The length is measured along the centerline of the pavement surface.

Fillets for widened sections or at drainage structures and similar locations placed monolithic with the pavement are measured as pavement.

Areas constructed other than as pavement are deducted from the pavement area. No deduction is made for any fixture located within the pavement limits that has a surface area in the plane of the pavement surface of 1 yd^2 or less.

Integral curb included in the completed pavement is not measured separately for payment.

501.05 BASIS OF PAYMENT

See Subsection 151.01.1 for Design-Build Contracts.

Payment for the completed and accepted quantities is made under the following:

Pay Item	Pay Unit
Cement Concrete Pavement	Square Yard

SECTION 551
HYDRAULIC CEMENT CONCRETE

551.01 DESCRIPTION

These are the general requirements for designing hydraulic cement concrete mixtures, the ingredients, mixing, transporting, placing, curing, testing and acceptance for all classes and uses of hydraulic cement concrete.

551.02 MATERIALS

Provide cementitious materials and admixtures from sources listed on the QPL.

551.02.1 Cement

Furnish low-alkali hydraulic cement meeting the following requirements as specified in the contract. Use cements meeting A or B unless otherwise specified.

1. Furnish low-alkali Portland cement in accordance with AASHTO M 85, Type I, II, III, or V.
2. Furnish low-alkali hydraulic blended cement in accordance with AASHTO M 240, Type IL, IP, IS or IT. When fly ash or ground granulated blast furnace slag (GGBFS) is used in blended cement, limit the replacement amount to the maximums specified in Subsection 551.03.2(A)(5).
3. Furnish low-alkali hydraulic cement in accordance with ASTM C1157, Type GU, HE, MS, HS, MH, or LH.

Meet the following requirements for all types of cement:

1. The total alkali content does not exceed 0.6%, calculated as the percentage of sodium oxide (NaO) plus 0.658 times the percentage of potassium oxide (K2O).
2. Use only 1 brand of any 1 type of cement on the contract except by written approval from the Project Manager. Different brands or grades, if approved, cannot be used alternately in any 1 placement.
3. Do not use air-entraining cements.

551.02.2 Fly Ash

When included in the mix design, furnish fly ash in accordance AASHTO M 295 including optional chemical requirements as set forth in Table 2.

551.02.3 Ground Granulated Blast Furnace Slag (GGBFS)

When included in the mix design, furnish GGBFS in accordance with AASHTO M 302, Grade 100, or Grade 120.

551.02.4 Microsilica Fume (Silica Fume)

When included in the mix design, furnish microsilica in accordance with AASHTO M 307.

551.02.5 Blended Supplementary Cementitious Materials

When included in the mix design, furnish terminally blended supplementary cementitious materials in accordance with ASTM C1697.

551.02.6 Admixtures

When included in the mix design, furnish admixtures in accordance with AASHTO M 194. Ensure that the total contribution of chloride ions from all admixtures and air-entraining agents does not exceed 50 parts per million chloride ions (Cl-) by weight of cementitious material. All admixtures must be compatible with other constituents including cement, silica fume, GGBFS, fly ash, and other admixtures. Dose all chemical admixtures according to manufacturer’s recommendations unless trial batches provide adequate information for different dosage rates.

551.02.7 Air-entraining Agents

Include an air-entraining agent in the mix design unless otherwise specified. Furnish an air-entraining agent in accordance with AASHTO M 154.

551.02.8 Water

Furnish water for mixing and curing concrete in accordance with Subsection 713.01.

551.02.9 Aggregate

Furnish aggregates from an approved source in accordance with Subsection 701.01.

551.02.10 Storage of Materials

A. Cementitious Materials. Store all bulk cementitious materials in metal silos, bins, or other approved storage. Provide storage facilities that permit convenient sampling and inspection. Store all sacked cementitious materials in weatherproof buildings or, if approved, in the open on raised platforms with waterproof covering. Partially set, caked or lumpy cementitious material will be rejected.

B. Aggregates. Store aggregates in compartmented bins, or other methods that separate the different aggregate sizes to prevent contamination and segregation. Suspend work until aggregate contamination or segregation is corrected.

Build up aggregate stockpiles in a manner that avoids contamination and segregation. Re-mix segregated aggregate to the grading requirements at Contractor expense.

When ready-mixed concrete is furnished, the ready-mix producer's stockpiled aggregates must meet all aggregate specifications. Establish separate stockpiles for Department work if existing stockpiles do not meet specifications.

Do not use contaminated or segregated aggregate removed from stockpiles in the work.

Handle all aggregates to prevent segregation and to obtain uniformity of materials. Pile separated aggregates and aggregates secured from different sources in separate stockpiles. Provide sites which are level, firm and free of all foreign materials for the stockpiles. If aggregates are placed directly on the ground, do not use material within 6 inches of the ground level. Leave this material undisturbed to avoid contaminating the aggregate being used with the foreign material.

551.03 CONSTRUCTION REQUIREMENTS

551.03.1 Classification

Design and produce concrete using the classifications defined in Table 551-1.

TABLE 551-1
CONCRETE CLASSIFICATION

Class	Use
General	General use concrete. Used for sidewalks, curbs, and slope protectors. Also used in precast products.
Structure	Used for structural concrete. (Use for all sub-structural work.)
Deck	Used for all superstructure concrete, deck slabs and barriers.
Overlay	Used on bridge deck overlays.
Pave	Used for concrete pavement, streets, and highways.
PRE	Used in all prestressed items.
Controlled Low Strength Material (CLSM)	Used for bedding, encasement, and general backfill. (flowable fill, density fill, flowable mortar, slurry cement backfill.)
Drilled Shaft	Used for drilled shafts.
SCC	(Self-consolidating concrete) Used for precast, drilled shafts, and aesthetic structural components.
Lean	Used for setting metal fence posts and braces and similar uses where high quality concrete is not necessary.

551.03.2 Composition of Concrete

Design and produce concrete in accordance with Table 551-2.

TABLE 551-2
CONCRETE REQUIREMENTS

Class	Nominal Maximum Aggregate Size inches [6 & 9]	Cementitious Materials Content, lbs./yd³ [11]	Indicated Compressive Strength, 7-Day, PSI	Minimum Required Compressive Strength, 28-Day, PSI [5]	Water / Cement Ratio (W/C) [5]	Maximum Target Value for Slump (inches) [2]	Slump Tolerance (inches)	Required Air Content, (%) [7]
General[8]	1½ - ¾	658 max	—	4000	0.45 max	5	+1½ to -2	5.0-8.5
Pave	1½ - ¾		Note 3			3		
Pre[1]	¾	800 max	—	Note 1	0.40 max	6	+1½ to -2	Note 4
Deck	1½ - ¾	564 max	—	4000	0.42 – 0.45	5	+1½ to -2	5.0-8.5
Overlay-SF	½	580 max	Note 10			5		
Overlay-LM	½	660 min	Note 10		0.30 - 0.40	5		3.0-6.5
Structure	1½ - ¾	580 max	—		0.42 max	6		5.0-8.5
Drilled Shaft	¾	—	—		0.45 max	See Special Requirements for Drilled Shaft Concrete		—
Lean	1½ - ¾	—	—	—	0.53 max	—		Note 12

Notes:

1. The strength for transfer of pre-stress and the 28-day strength requirement vary with beam length and design. Check plans and specifications for each project.
2. The field target value for slump may be changed, within requirements, when necessary to facilitate proper placement.
3. For full-depth concrete pavement, the flexural strength requirement to open to traffic is 350 psi minimum determined by AASHTO T 97 or 2500 psi compressive strength.
4. Class Pre concrete used in Precast Prestressed Deck Sections must be air entrained 5.0% to 8.5%, except air entraining is not required when overlayed with concrete that is greater than or equal to 2½″ thick or with impermeable overlays that are greater than or equal to ¾″ thick. Class Pre concrete used in Precast Prestressed Deck sections having overlays consisting of plant mix surfacing or thin polymers (less than ¾″) requires 5.0% to 8.5% air content.
5. Maximum water cement ratios and minimum 28-day design strength requirements do not relieve the contractor of supplying concrete producing adequate freeze-thaw protection.
6. Mix designs with other nominal maximum aggregate sizes may be requested based on certain placement and design scenarios.
7. If 1½-inch nominal maximum aggregate is used in the design, the air content requirement is reduced to 4.0% - 7.5%.
8. When class General is specified for seal concrete, air entrainment is not required.
9. Nominal Maximum aggregate size is defined as one sieve size larger than the first size to retain more than 10%.
10. Compressive strength must reach a minimum of 3,000 psi before opening to traffic.
11. When high-early strength concrete is required by contract, higher cement contents may be submitted with the mix design for approval.
12. The minimum required air content is 3%. Tests will be conducted as required by the Project Manager.

Furnish the names of proposed suppliers and locations of proposed aggregate sources upon notice of award. New sources must be sampled, tested, and approved.

Coordinate with the Project Manager for submitting samples for testing.

A. Design. Design the concrete mix as follows:

1. Submit a concrete mix design for each class of concrete to be used on a project. Meet all the requirements of MT 100.
2. Design the concrete mix to meet Table 551-2 requirements or the requirements stated below for specific classes of concrete. State the design proportions in terms of aggregates in a saturated, surface dry condition. Submit the proposed aggregate source and proportion computations. Submit a final mix design for approval at least 15 business days before intended use on the Concrete Mix Design Submittal (form MDT-MAT-008).
3. Furnish materials meeting the requirements of Subsection 551.02.
4. Submit a new design when proposing any change in material sources.
5. The following supplementary cementitious materials (SCMs) may be used as partial replacement for hydraulic cement in the mix design.
   a. Fly ash may be included in the mix design for up to 30% by weight of the total cementitious material. Combinations of various classes of fly ash may not exceed 30% by weight of the total cementitious material.
   b. Microsilica Fume may be included in the mix design for up to 5% by weight of the total cementitious material when a minimum of 15% fly ash or GGBFS is also included in the mix design or when the mix design incorporates acceptable blended cement.
   c. Metakaolin may be included in the mix design for up to 20% by weight of the total cementitious material.
   d. Ground granulated blast furnace slag may be included in the mix design for up to 50% by weight of the total cementitious material.

   When multiple SCMs are used in a design, the total replacement rate may not exceed 50% by weight of the total cementitious material.

   Calculate the W/C ratio as the total weight of water divided by the total weight of cementitious material.
6. Blended cements in accordance with Subsection 551.02 may be used in the mix design.
7. When Type V cement is specified for sulfate resistance, other cementitious material mixtures tested in accordance with ASTM C1012 may be submitted for approval. Acceptance will be based on maximum length of change of 0.05% at 6 months or 0.10% at 12 months if the expansion exceeds the 6-month maximum expansion limit.
8. The mix design may include provisions that address special conditions of the project that would otherwise not be allowed. The following provisions may be included in the mix design:
   a. **Delayed Initial Set.** The mix may be designed for delayed set time to allow for long haul or other project conditions. When delayed set is included in the mix design, the time requirements for placing the concrete in final position in accordance with Subsection 551.03.4 may be replaced by time to final placement requirements included in the mix design. Include in the mix design information on the delayed set provisions of the design and specific time to final placement requirements. Support the time to final placement with test results from trial batches.
   b. **Delayed Strength and Permeability Testing.** The mix design may include cementitious materials or other admixtures that result in slow strength gain or permeability reduction. When included in the mix design, testing at 56 days may be

requested. Support this request with test results from trial batches. Upon acceptance, 56-day results will be used in all provisions that refer to 28-day strength, and permeability will be accepted in accordance with Table 551-8.

c. Self-Consolidating Concrete (SCC). SCC is a highly workable concrete that can flow through densely reinforced or complex structural elements under its own weight and adequately fill voids without segregation or excessive bleeding without the need for vibration.

SCC may be used for Classes General (in precast or aesthetic placements only), Structure, and Drilled Shaft Concrete. Design and produce SCC in accordance with Table 551-2 for the class of concrete selected and the following:

i. Design and produce SCC with a nominal aggregate size of ¾″.

ii. Design and produce SCC with a maximum w/c ratio of 0.42.

iii. 28-day compressive strength meeting the requirements of the class of concrete specified or established in the contract (e.g., Class Drilled Shaft = 4000 psi). Many precast designs requiring Class General concrete have varying design strengths.

iv. Provide a slump-flow within ± 2 inches of the target value. Set target within the range of 20 to 26 inches. Test in accordance with AASHTO T 347. When used for a drilled shaft design, include in the design, hourly slump-flow retention testing up to the desired placement time of the shaft.

v. Provide a maximum visual stability index (VSI) of 1 in accordance with AASHTO T 351.

vi. Provide a maximum J-ring value of 2 inches in accordance with AASHTO T 345. When used for drilled shaft, include in the design, hourly J-ring testing up to the desired placement time of the shaft.

The 28-day strength may vary with the class of concrete specified. Check plans and specifications for each project.

Include the above test results in the mix design submittal. If SCC is used in the production of precast items, meet the testing requirements in Subsection 554.03.6.

9. The Project Manager may allow ″cast in place″ placement of Class General Concrete without a formal mix design for items not related to sidewalks, curbs, or gutters. Submit a batch proportioning sheet meeting the requirements for Class General Concrete in accordance with Table 551-2 three calendar days prior to placement. Include all material in the mixture on a cubic yard basis. Class General Concrete will be tested and accepted in accordance with MT 601.

B. Class Pave. Design and produce class Pave concrete in accordance with Table 551-2 and include in the mix design flexural strength results of at least 500 psi in accordance with AASHTO T 97.

C. Class Deck and Overlay-SF. Design and produce class Deck and Overlay-SF concrete in accordance with Table 551-2 and the following:

1. Use 3%-5% silica fume. Include fly ash and/or GGBFS as SCMs.

2. SCMs replacement quantities must meet the requirements of Subsection 551.03.2(A)(5).

3. Do not use incompatible air entraining, water reducing and/or super-plasticizing admixtures.

4. Mix requires trial batch surface resistivity test results in accordance with AASHTO T 358 greater than 15 kilohm-centimeters at 28 days or 21 kilohm-centimeters at 56 days. Rapid chloride permeability test results in accordance with AASHTO T 277 less than 3300 coulombs at 28 days or 2000 coulombs at 56 days will also be accepted.

5. Submit a batching sequence procedure with the mix design including the amount of material charged and the time before the next material will be added. Include approximate mixer revolutions for each stage of the sequence.
6. The target strength to be used for incentive calculations is the 28/56-day strength submitted with the mix design. If the mix design strength is greater than 5,500 psi, the target will equal 5,500 psi.
7. When barrier rail is cast with Class Deck concrete, the lower range for the W/C ratio may be reduced to 0.38. Submit the request for approval with the mix design.

Alternative mix designs not in accordance with Table 551-2 may be accepted provided the following requirements are met:

1. Include in the design compressive strength test results according to AASHTO T 22 for 3, 7, and 28 days. The design must produce strengths in accordance with Table 551-2 by the specified age.
2. Include in the mix design shrinkage test results according to AASHTO T 160. The maximum allowed shrinkage for mix design acceptance is .0300% at 28 days.
3. Include in the mix surface resistivity test results in accordance with AASHTO T 358 greater than 15 kilohm-centimeters at 28 days.
4. Include in the mix design creep test results at 28 days according to ASTM C512.
5. Include in the mix design modulus of elasticity (MOE) results according to ASTM C469.
6. Include in the mix design air-void spacing results according to ASTM C457 modified point-count method at 100x magnification. The average of all tests must not exceed 0.009 inches with no single test greater than 0.010 inches. The total air content must exceed 5.5%.
7. Design and produce concrete maintaining a plastic air content of 5.5% - 8.5%.
8. Submit a batching sequence procedure with the mix design including the amount of material charged and the time before the next material will be added. Include approximate mixer revolutions for each stage of the sequence.
9. The target strength to be used for incentive calculations is the 28/56-day strength submitted with the mix design. If the mix design strength is greater than 5,500 psi, the target will equal 5,500 psi.

D. **Class Drilled Shaft.** Drilled shaft concrete is a highly workable concrete that can flow through dense reinforcement and adequately fill voids without segregation or excessive bleeding without the need for vibration. Drilled shaft concrete should not begin initial set until the placement is complete. Design and produce Class Drilled Shaft concrete in accordance with Table 551-2 and the following:

1. Set a target slump that meets the needs of the project. Set the target slump no lower than 8 inches. Do not place drilled shaft concrete having a slump of less than 7 inches.
2. Include with the mix design an estimate of the maximum time from producing the 1st batch of concrete for a shaft to the anticipated completion of that shaft. All concrete used for the drilled shaft must maintain a minimum of a 6-inch slump until 2 hours after the estimated completion.
3. Air entrainment may be used in drilled shaft concrete if needed to reduce bleed water or achieve certain placement properties
4. Self-consolidating concrete may be used for drilled shaft mix designs. When used, meet the above requirements and those of Subsection 551.03.2(A)(8)(c).

E. **Latex-Modified Overlay Concrete (Overlay-LM).** Design and produce overlay-LM concrete in accordance with the following requirements:

1. Use only Type I or Type II hydraulic cement.
2. Furnish concrete with a latex emulsion admixture rate of 25 gal/yd^3. Use a latex admixture containing a polymer of 66% ± 5% styrene and 34% ± 5% butadiene, with the polymer comprising between 46% and 49% of the total emulsion. The emulsion must have a sodium alkyl sulfate stabilizer acting as an anionic surfactant, polymer average particle size between 1,900 and 2,500 angstroms, a weight of 8.43 to 8.52 lb./gal at 75 °F, and a pH between 9.5 and 11.0.
3. Protect the latex admixture from temperatures below 32 °F and above 85 °F at all times. Provide a thermometer capable of storing minimum and maximum temperatures and place it with any admixture stored on site. Replace admixture subjected to temperatures outside the range above at no expense to the Department.

F. Controlled Low Strength Material (CLSM). CLSM is a mixture of hydraulic cement, SCMs, aggregate, natural sands, silty sands, air entraining admixture and water. CLSM contains a low cementitious content for reduced strength development. Submit a mix design for approval including aggregate gradations, cement and SCM mill certifications, proportioning, and trial batch information.

1. **Excavatable.** Design and produce excavatable CLSM in accordance with the following requirements:
   - **a.** Unconfined compressive strength between 35 psi and 150 psi determined by ASTM D4832.
   - **b.** Air content between 5% and 40% determined by ASTM D6023.
   - **c.** Unit weight of 80 – 110 lbs./ft^3 determined by ASTM D6023.
   - **d.** Consistent flow producing a self-leveling product free of segregation determined by ASTM D6103.
   - **e.** Do not use coarse aggregate in excavatable CLSM. (Maximum ⅜-inch nominal maximum aggregate size designs.)
2. **Non-Excavatable.** Design and produce non-excavatable CLSM in accordance with the following requirements:
   - **a.** Unconfined compressive strength greater than 150 psi determined by ASTM D4832
   - **b.** Air content between 5% and 30% determined by ASTM D6023.
   - **c.** Unit weight of 100-130 lbs./ft^3 determined by ASTM D6023.
   - **d.** Consistent flow producing a self-leveling product free of segregation determined by ASTM D6103.

Do not use materials in CLSM with a plasticity index over 4 according to AASHTO T 89 and AASHTO T90.

Furnish aggregates in accordance with Table 551-3 or Table 701-2

TABLE 551-3
CLSM GRADATIONS

Percentage By Weight	Passing Square Mesh Sieves
Sieve Size	**Percent Passing**
¾-inch	100
No. 4	65 - 100
No. 30	15 - 80
No. 200	0 - 30

High air generators or foaming agents may be used in lieu of conventional air entraining admixtures and may be added at the jobsite and mixed in accordance with the manufacturer's recommendation. The requirements for percent air and unit weight are for laboratory mix designs only and are not intended for jobsite acceptance requirements.

Produce a consistent mix that results in a flowable product at the time of placement which does not require manual means to move it into place.

Secure tanks, pipes, and other members to be encased in CLSM to prevent displacement during placement.

Protect CLSM from traffic until sufficient strength has been achieved for further construction operations.

The CLSM may be mixed onsite, or at a ready-mix plant and transported to the site. Keep the mix homogeneous and in a suspended condition to prevent settling of the materials prior to placement. Characteristics of CLSM include consistency, workability, and plasticity such that the material is flowable, self-compacting and self-consolidating during placement.

G. Class Structure Concrete. Design and produce Class Structure concrete in accordance with Table 551-2.

Alternative mix designs not in accordance with Table 551-2 may be accepted provided the following requirements are met.

1. Include in the design compressive strength test results according to AASHTO T 22 for 3, 7, and 28 days. The 28-day results must exceed specified strength.

2. Include in the mix design shrinkage test results according to AASHTO T 160. The maximum allowed shrinkage for mix design acceptance is .0350% at 28 days.

3. Include in the mix design creep test results at 28 days according to ASTM C512.

4. Include in the mix design MOE results according to ASTM C469.

5. Include in the mix design air-void spacing results according to ASTM C457 modified point-count method at 100x magnification. The average of all tests must not exceed 0.009-inch with no single test greater than 0.010-inch. The total air content must exceed 5.5%.

6. Design and produce concrete maintaining a plastic air content of 5.5% - 8.5%.

H. Class Pre Concrete. Design and produce Class Pre concrete in accordance with Table 551-2. Alternative mix designs not in accordance with Table 551-2 may be accepted provided the following requirements are met.

1. Include in the design compressive strength test results according to AASHTO T 22 for 3, 7, and 28 days. Also include strength tests at intended de-tensioning/release times (e.g., 12 hrs., 16 hrs., 24 hrs., etc.) The 28-day results must exceed specified strength.

2. Include in the mix design shrinkage test results according to AASHTO T 160.

3. Include in the mix design creep test results at 28 days according to ASTM C512.

4. Include in the mix design MOE results according to ASTM C469.

I. Prepackaged Concrete. Prepackaged concrete or rapid set patching material must contain a product data sheet proving the product meets the specifications required for its intended use. Prepackaged concrete is subject to Project Manager approval.

J. Lean Concrete. Design and produce Class Lean concrete in accordance with Table 551-2. Submit material proportioning for acceptance. A mix design in accordance with MT 100 is not required for Class Lean concrete.

551.03.3 Batching, Mixing, Handling and Sampling

Produce each class of specified concrete from approved material batched in the proportions specified in the approved mix design.

Correct for moisture content variations. All concrete aggregates are sampled using methods described in MT 201 using sample sizes used in MT 202. MT 122 will be used to calculate combined gradations.

The water may be proportioned by weight or volume. Proportion the cement and aggregates by weight.

The temperature of the combined material must be less than 130 °F before the addition of cementitious materials.

Meet the requirements of ASTM C94 for all concrete batch plants and operations prior to and throughout production of concrete for any work, including concrete for any field trial batches. In addition to ASTM C94, meet the following requirements throughout the production of concrete:

A. Quality Control. When requested, furnish documentation for all the plant's equipment including each plant's quality control procedures, calibration records, maintenance records, and any other information pertinent to proper concrete production. All measuring devices, batching equipment, trucks, and mixers are subject to approval.

B. Water

1. **Weigh Measurement.** Ensure the weigh equipment measurements are not affected by pressure variations in the water supply lines. The Project Manager may require an auxiliary tank for filling the weighing tank.
2. **Metering.** Measure water volume by metering through a recording water-meter device, accurate to within plus or minus 1.0% of the required volume or plus or minus 1 gallon, whichever is less.

   Completely discharge wash water from the mixer before starting any batching operation.

C. Cementitious Materials

1. Proportion cementitious materials by weight on all projects for all classes of concrete.
2. Ensure equipment for weighing cementitious material is accurate to within 0.5% of the true weight.
3. Weigh cementitious material to within 1.0% of the batch target weight.
4. Weigh each cementitious material separately.

D. Admixtures. If using 2 or more admixtures in a single concrete batch, add each admixture separately to prevent interaction of the different admixtures before mixing with other batch materials. Agitate admixtures to ensure homogeneous concentrations in accordance with the manufacturer's recommendations.

If using a mechanical dispenser for proportioning admixtures, provide a site gauge or meter. Ensure unobstructed flow and accurate dosing of admixtures.

Batch admixtures in accordance with ASTM C94.

E. Aggregate. Proportion aggregate by weight on all projects for all classes of concrete.

Ensure equipment for weighing aggregates is accurate to within 0.5% of the true weight.

Weigh aggregates to within 2% of the batch target weight.

Weigh each size of aggregate separately.

F. Batch Ticket. Furnish the Project Manager a printed record of each batch in accordance with ASTM C94. Include on the ticket any water or admixture added after the record is printed and the initials of the person making the additions. Approval is required before any addition to the mix after batching and initial mixing has been completed.

G. Mixers. Use mixers that combine cementitious materials, aggregates, water, and admixtures within the specified time to form a uniformly mixed mass.

Meet the requirements of ASTM C94.

Operate mixers following the manufacturer's recommendations.

The Department may require uniformity testing. When required, meet the requirements of Subsection 106.04.

Do not place concrete improperly or inadequately mixed in the work. If incorporated, remove the concrete at no cost to the Department.

Do not mix, transport, or place concrete using equipment with aluminum or aluminum parts that contact the concrete.

Produce concrete in such quantity and at such a rate as proper placement and finishing will permit. Do not re-temper partially set concrete.

Do not use mixed concrete that has remained in the truck mixer drum longer than 10 minutes without agitation.

When silica fume is incorporated in the mix design, the maximum mixer revolutions will be waived. Ensure a minimum of 50 revolutions at mixing speed when the concrete is in a low-slump stage (2 to 3 inches) to properly disperse silica fume particles.

H. Job-Site Additions. On-site addition of air entraining or high range water reducing admixtures is permitted up to 2 times. Do not re-dose with other admixtures without the approval of the Project Manager. On-site dosing of water or admixture in no way relieves the contractor of producing passing plastic and hardened concrete test results.

1. Water. Do not exceed the approved W/C ratio.

The addition of water is allowed only 1 time and a minimum of 30 revolutions at mixing speed are required before discharge of concrete.

Do not add water if part of the batch has been discharged as a W/C ratio cannot be determined.

Do not add water if the slump is within specified range.

2. Admixture. Do not exceed manufacturer's recommended dosage rates unless otherwise approved in the mix design stage.

Only admixtures included in the approved mix design may be dosed on-site. A minimum of 30 revolutions at mixing speed are required before discharge of concrete.

Do not add admixtures if any concrete has been discharged from the mixer other than the minimal amount for initial testing.

When the measured plastic air content or slump exceeds the upper test limit and there is time available within the discharge time limit specified, rotate the load at agitation speed and re-test the air content and/or slump. Do not use additives to reduce the air content and/or slump.

No other materials may be added to the concrete mixture.

551.03.4 Transporting Concrete

Ensure that the capacity of the plant and transportation equipment provides a delivery rate to permit handling, placing, and finishing of the work.

Time the delivery of loads to prevent the in-place concrete from taking initial set before succeeding layers or lifts are placed. Do not permit any layer or lift of concrete to remain exposed in excess of 20 minutes before being covered by fresh concrete.

Document the method and time of delivery by batch tickets issued to the driver and signed by the Inspector at the plant if present. Deliver the ticket to the Inspector upon arriving at the project.

Meet the requirements of ASTM C94 and the following:

1. Revolving Drum Mixers. Discharge the concrete at the job and place it in final position within 1½ hours after introducing the mixing water and cement. If long hauls or other project conditions are expected, meet the requirements of Subsection 551.03.2(A)(8)(a).

When the ambient temperature is 85 °F or above, place the concrete in final position within 1 hour after the water and cement are introduced.

2. **Non-agitating Transportation Equipment.** Do not use non-agitating transport equipment to transport concrete except when placing concrete pavement in accordance with Section 501.

551.03.5 Placing Concrete

Place concrete in accordance with Sections 501, 552, and 553.

Place Class Deck concrete, and Class Structure concrete if used within bridge decks, with a temperature between 50 and 80 °F. Place all other classes of concrete with a temperature between 50 and 85 °F.

Always place concrete as near as possible to its final position.

Do not place concrete that has taken initial set.

Do not place concrete:

1. On frozen or ice-coated ground or subgrade.
2. Against or on ice-coated forms, reinforcing steel, structural steel, conduits, precast members, or construction joints.
3. Under rainy conditions: stop the placement of concrete before the quantity of surface water is sufficient to effect or damage surface mortar quality, cause a flow, or wash the concrete surface.
4. In any foundation until the Project Manager has approved its depth and character.
5. In any form until the Project Manager has approved it and the placement of any reinforcing in it; or
6. In any work area when vibrations from nearby work may harm the concrete's initial set or strength.

Ensure all reinforcement and other embedded items are clean and free from dried mortar, rust, scale, oil, or foreign matter before placing concrete.

Remove all sawdust, chips, other construction debris and extraneous matter from the interior of forms before placing concrete.

Treat the forms interior surfaces to prevent mortar adhesion.

Moisten all foundations, forms, and contacting concrete surfaces with water just before the concrete is placed. Remove any standing water on surfaces which will contact the concrete.

Provide a method of concrete placement that has a consistent, minimal impact on the concrete properties. All equipment proposed for use in mixing, conveying, placing, and compacting the concrete is subject to Project Manager approval prior to its use. All the necessary equipment for any particular placement must be on site and proven to be in working condition before the placement commences. Ensure the equipment is well maintained, suitable in kind and adequate in capacity for the work.

Support bars to maintain their position as shown in the contract.

Place and secure all reinforcing, dowels, and other embedded items as specified.

Deposit concrete in small quantities at many points and then work or run it along the forms. Carefully fill each part of the forms, depositing the concrete as close as possible to its final position, working the coarse aggregates back from the face and forcing the concrete under and around the reinforcing bars.

Deposit concrete around steel shapes and closely spaced reinforcing bars, on 1 side of the steel, uniformly working it until the concrete flushes under the steel to the opposite side before any concrete is placed on the opposite side or over the steel.

Place concrete with means as to avoid segregation of the materials and the displacement of the reinforcement. Remove and discard any concrete that is segregated, is too wet for use, or is not of uniform consistency. Deposit concrete through an approved means when placement operations involve a free drop of concrete by more than 5 feet to prevent segregation.

Place concrete in a continuous operation between expansion or construction joints.

Do not add water to the surface of concrete before or during finishing.

Thoroughly clean all chutes, troughs, and pipes after each run.

Discharge any flushing water away from the forms and in-place concrete.

Once the concrete has taken initial set, avoid jarring the forms or straining the projecting reinforcement ends.

A. Placement Methods. All placement methods are subject to approval.

1. **Truck Chute.** Use metal or metal-lined troughs and chutes that extend to the point of deposit. Regulate the discharge.
2. **Pumping Concrete.** When concrete pumps are used for placement, prior to use on the first placement of each day, visually inspect the pump's water chamber for water leakage. Do not use a pump that allows free water to flow past the piston.

   If a concrete pump is used as the placing system, discard the pump priming slurry before placement. Eliminating the priming slurry from the concrete may require that several cubic yards of concrete are discharged through the pumping system and discarded.

   Use of a concrete pump requires a written plan to place the remaining concrete if the pump breaks down.

   Provide a pump that produces a continuous flow of concrete without air pockets. Arrange equipment so that the impact on the plastic air content of the concrete is affected as little as possible, and that the freshly placed concrete is not damaged by any form of vibration. If boom angles will vary significantly, furnish means to control air content variation.
3. **Conveying Concrete.** When a conveyor is used for placement, prior to use on the 1st placement of each day, visually inspect the conveyor to ensure proper operation. Provide a belt free of tears and holes and operates smooth and free of bouncing and jarring to prevent segregation of the concrete. Protect the concrete while on the conveyor to prevent the concrete's plastic properties from changing.

   Do not use a conveyor exceeding 200 feet.

   Equip all conveyors with a drop-chute and scraper to prevent segregation and mortar loss respectively.

   Once concrete placement begins, ensure that there is proper and equal edge-distance between the edge of the belt and windrow of concrete.
4. **Bucketing Concrete.** When a bucket is used for concrete placement, prior to use on the first placement of each day, visually inspect the bucket for proper working condition and contaminants. The bucket should be clean and free of hardened concrete and excess of release agent.

   Once concrete has been discharged into the bucket, do not place concrete back into a mixer to be altered or remixed.

B. Consolidation. Thoroughly consolidate concrete, except SCC, during and immediately after depositing into the work. Consolidate the concrete by mechanical vibration subject to the following:

1. Apply the vibration internally unless otherwise approved or as provided herein.

2. Vibrate the concrete at a minimum of 4,500 impulses per minute or as recommended by the vibrator manufacturer.
3. The vibration must visibly affect the concrete mass, producing a 1-inch slump over a minimum 18-inch radius.
4. Use enough vibrators to consolidate each batch immediately after it's placed.
5. Vibrate the concrete around the reinforcement and imbedded fixtures and into the form corners and angles.
6. Vibrate at the point of deposit in areas of freshly deposited concrete. Slowly insert and remove the vibrators from the concrete. Vibrate to thoroughly consolidate the concrete without causing segregation or forming localized grout areas.
7. Vibrate at uniformly spaced points and no farther apart than twice the radius over which the vibration is visible.
8. Do not apply vibration directly to or through the reinforcement or to non-plastic sections or layers of concrete. Do not use vibrators to transport concrete in the forms. Use plastic or rubber tipped vibrator heads when placing concrete near epoxy coated reinforcing steel.
9. Supplement vibration by spading and tamping to produce smooth surfaces and dense concrete along form surfaces, in corners and locations impractical to reach with the vibrators.

   Refer to Section 501 for consolidation requirements for concrete paving.

551.03.6 Weather and Temperature Limitations

Concreting during hot or cold weather requires an approved written plan to be implemented upon abrupt changes in weather conditions or equipment failures.

A. Hot Weather Concreting. Defined as job-site conditions that accelerate the rate of moisture loss or rate of cement hydration of freshly mixed concrete. Do not place Classes Deck or Overlay concrete in temperatures exceeding 95 °F. Other classes of concrete may be placed in temperatures exceeding 95 °F with Project Manager approval.

When hot weather concreting is anticipated, submit a hot weather concreting plan for review and approval. Include detailed procedures, including production, placement, finishing, curing and protection of concrete during hot weather concreting.

Do not place concrete when the ambient temperature is 85 °F and rising and/or the evaporation rate is greater than 0.2 lb./ft^2/hr. without an approved hot weather concreting plan. Do not place Classes Deck or Overlay without an approved plan when the ambient temperature is greater than 80 °F and/or when the evaporation rate is greater than 0.15 lb./ft^2/hr.

When hot weather as defined above exists, monitor site conditions (air temperature, humidity, wind speed) to assess the need for evaporation control measures beginning no later than 1 hour before the start of concrete placing operations. Continue to monitor site conditions at intervals of 30 minutes or less until specified curing procedures have been applied.

1. **Materials.** Produce concrete at a temperature such that its maximum temperature at discharge will not exceed the specified maximum allowable concrete temperature. Acceptable production methods to reduce the temperature of the concrete include shading aggregate stockpiles, sprinkling water on coarse aggregate stockpiles; using chilled water for concrete production; substituting chipped or shaved iced for portions of the mixing water; and cooling concrete materials using liquid nitrogen.

   Include in the submittals for hot weather concreting which methods will be used and in what order they will be initiated when multiple methods are to be used. The substitution

of other cooling methods will be considered by the Department when requested in the submittal and accompanied by satisfactory supporting data.

2. **Construction.** Include in the plan methods that will be used to maintain surfaces that will come in contact with the plastic concrete below 85 °F. Include methods and equipment that will be used to keep the plastic concrete from cracking (e.g., fogging equipment, burlap, plastic, curing compounds, etc.). Describe devices or procedures that will be used to monitor wind speed, temperature, humidity, and other weather variables determining evaporation rate. Also include a detailed description of curing practices that will be used to supplement standard requirements in hot weather placements.

   Protect the concrete against thermal shrinkage cracking due to rapid drops in concrete temperature greater than 40 °F during the first 48 hours unless otherwise specified.

   Under hot weather conditions, scheduling placements at other-than-normal hours may be advisable. Concrete showing evidence of plastic shrinkage cracking or thermal cracking will be removed and replaced at no cost to the Department.

B. Cold Weather Concreting. Defined as when the weather forecast predicts air temperatures below 35 °F at any time during the specified curing and protection period following concrete placement. Assume all risk for placing concrete during cold weather. Replace frozen or damaged concrete at Contractor expense.

Remove ice, snow, and frost from the forms, subgrade, adjacent concrete, and reinforcing bars before placing concrete. Do not place concrete on frozen base or subgrade.

When cold weather concreting is anticipated, submit a cold weather concreting plan for review and approval. Include detailed procedures for production, transportation, placement, curing, and temperature monitoring of the concrete during cold weather. Submit the plan a minimum of 15 calendar days prior to any concrete which is scheduled to be placed during cold weather. Prepare and submit a separate cold weather concreting plan for each concrete component which requires different methods of protection from cold weather. Clearly indicate which concrete components are covered by each submittal.

1. **Cold Weather Plan.** Include, as a minimum, the following items in the cold weather concreting plans:
   - **a.** Materials, details, and locations for insulating blankets, enclosures, or other methods to be used to protect concrete from cold weather.
   - **b.** Method for verifying the minimum concrete compressive strength has been reached to allow formwork and cold weather protection removal. Indicate whether cylinder testing or maturity method will be used. If using the maturity method, submit a plan meeting ASTM C1074 requirements.
   - **c.** Recording thermometer information and location. Include proposed number and location of thermometers in the concrete.
   - **d.** Heating equipment and locations, if used. Provide product information on heating equipment and equipment placement.
2. **Fresh Concrete Temperatures.** Place fresh concrete with a temperature between 50 and 85 °F.

   Eliminate frozen lumps, ice, and snow before aggregates are used in production.

The Contractor may warm stockpiled aggregates with dry heat or steam, but not by applying flame directly or under sheet metal. If the aggregates are in bins, steam or water coils or other heating methods may be used if aggregate quality is not affected. Live steam heating is not permitted on or through aggregates in bins. If using dry heat, increase mixing times enough to permit the dry aggregates to absorb moisture.

Use equipment and methods that heat the materials evenly.

Do not add chlorides, chemical admixtures, or other ingredients to the concrete to prevent freezing.

3. **Protection of Concrete.** Enclose the structure in such a way that the concrete and air within the enclosure can be kept above 60 °F for a period of 7 calendar days or the specified curing period after placing the concrete. Ensure that the relative humidity remains above 80% within the enclosure.

Before placing concrete, provide adequate preheat to raise the temperature of the formwork, reinforcing steel, adjacent concrete, and subgrade to at least 35 °F.

Furnish and place enough temperature probes within the concrete to ensure the temperature of the concrete is adequately monitored. Install a minimum of 3 temperature probes within each concrete element. Ensure that the temperature probes cannot be dislodged by the placement of concrete, vibration, or workers. Include at least 1 additional temperature probe to record ambient outside air temperature. Where heated enclosures are used, include a temperature recording device inside the heated enclosure. Temperature probe locations are subject to approval. Provide access for Department personnel to each probe for downloading recorded data.

4. **End of Curing Period.** The conclusion of the curing period is defined when field cured cylinders meet design strength, maturity meter readings are satisfactory, or the specified curing days are reached, and all temperature recording data has been submitted.

   a. **Field Cured Specimens.** Mold a minimum of 6 field cured cylinders per lot. Cast field-cured cylinders in accordance with MT 101. Place the cylinders at locations designated by the Project Manager and expose them to the same conditions as the concrete being placed until they are removed for testing.

      Test field-cured cylinders within 24 hours after removal from cold weather protection according to AASHTO T 22, except that the moist cure period is omitted. Perform tests using a certified testing laboratory. Furnish the Project Manager with certified copies of the test results.

      Cast enough cylinders to guarantee the required strength has been met for protection removal.

      The Department reserves the right to witness selected tests and testing procedures.

      Two cylinders constitute a test with the test value being the average of the 2 compressive strengths. The average of all sets must meet the specified strength. Continue curing and protection until the tests indicate the specified compressive strength is reached.

   b. **Removing Protection.** When the curing period has ended and the design strength is met, withdraw protection and heating in such a manner so as not to induce thermal shock stresses in the concrete.

      Gradually reduce the temperature of the concrete at a rate not exceeding 15 °F per hour. Do not exceed a temperature differential of 40 °F between the core of the element and the surface of the element. In addition, the temperature differential between the surface of the element and the ambient air is not to exceed 15 °F. Ambient air temperature is defined as the temperature at mid-height of the element and 12 inches from the surface of the element.

      All concrete must achieve a minimum of 4000 psi before being exposed to freeze/thaw cycles.

The Contractor is solely responsible for protecting concrete from inclement weather during the entire curing period. Permission given by the Project Manager to place concrete during cold weather in no way ensures acceptance of the work by the Department. Should the concrete placed under such conditions prove unsatisfactory in any way, the Project Manager has the right to reject the work although the plan and the work were carried out with the Project Manager's permission.

551.03.7 Curing Concrete

Continuously water-cure any class of concrete used for bridge deck construction for 14 calendar days as specified below.

Continuously water-cure class Overlay-SF for 7 calendar days as specified below.

Continuously water-cure class Overlay-LM for 72 hours as specified below, followed by a dry cure. Begin the dry cure at the end of the 72-hour wet cure period by removing the burlap and the polyethylene. Allow the concrete to undergo 48 hours of dry cure. Keep the bridge closed to traffic an additional 48 hours if the air temperature falls below 50 °F during the cure. Allow no traffic on the overlay surface until the end of the dry cure and the transverse deck grooving has been completed.

Continuously cure all other concrete surfaces for 7 calendar days by either water-curing or liquid membrane-forming curing compound as specified below. Design strength must be verified by field-cured cylinders in accordance with AASHTO T 22.

Do not place curing compounds on concrete that is still bleeding.

Protect freshly placed concrete from freezing, high temperatures, large temperature differentials, premature drying, excessive moisture, and moisture loss for the period of time necessary to develop the desired concrete properties.

Protect exposed concrete surfaces from premature drying by covering with canvas, plastic sheets with sealed joints, burlap, or other approved materials. Keep the concrete moist. Continually moisten uncovered surfaces by fogging. Do not allow water to drip, flow, or puddle on the concrete surface during fog misting, when placing the burlap, or at any time before the concrete has achieved final set. Do not use intermediate monomolecular film curing agents (evaporation retarders) as a method to reduce moisture loss.

The concrete surfaces against forms may be cured by leaving the forms in place for at least 7 calendar days.

Keep the concrete surfaces moist after removing forms until surface repair is completed and one of the final cure methods described below is used. Surface repair includes removal of irregularities and repair of all depressions, voids, and air holes.

After placement, cure concrete surfaces as follows:

A. Water-Cure. Keep all finished top surface concrete moist with a fine water mist until the burlap is placed.

Place wet burlap in accordance with Subsection 717.01.2 immediately behind concreting operations no later than 15 minutes after finishing. Do not use products that have a laminated moisture barrier. Soak burlap for a minimum of 24 hours before use. Keep the burlap wet until concrete reaches sufficient strength to place soaker hoses or other effective means of providing moisture without marring the surface. Once a watering system is placed, place an approved reflective type sheeting, or blanket over the watering system in accordance with Subsection 717.01.1 and cover to reduce evaporation. The entire concrete surface must remain moist throughout the full cure period. Ensure the temperature of all water used in the water cure is within 20 °F of the in-place concrete temperature. Secure covers and sheeting to prevent them from being lifted or displaced.

B. Liquid Membrane-Forming Curing Compound. Furnish and uniformly apply a liquid membrane-forming curing compound in accordance with Subsection 717.01.3 or 717.01.4 over exposed surfaces.

Deliver membrane-curing compound to the job in the manufacturer's original container, clearly labeled with the manufacturer's name and contents.

The compound must be ready to use as shipped by the manufacturer. Do not dilute the compound.

Do not use curing compound without providing the Project Manager with a manufacturer's product data sheet.

Use white-pigmented compound for pavements. Apply curing compound homogeneously to provide a uniform, solid, white opaque coverage on all exposed concrete surfaces (having an appearance resembling a white sheet) at the time of application.

Use products in accordance with Subsection 717.01.4 on curbs, sidewalks, median caps, and barrier rail. Use a product in accordance with Subsection 717.01.3 on substructure components, superstructure components other than those requiring a water cure, and all other exposed concrete surfaces. Ensure products furnished in accordance with Subsection 717.01.3 are clear and contain a fugitive dye that makes the film visible on the concrete for at least 4 hours after application but does not affect the concrete surfaces natural color after curing.

Thoroughly mix and apply the compound following the manufacturer's instructions or apply at a rate exceeding 1 gallon per 150 ft^2 and ensure complete coverage with no transparent areas showing obvious color differential.

Apply the curing compound immediately after the finishing operation using a mechanical pressure distribution system to provide uniform coverage. During windy conditions, equip the spray nozzles with hoods.

When concrete is placed in forms, immediately apply the curing compound after form removal if the concrete has not reached its design strength.

A hand-operated sprayer providing uniform coverage may be used to apply liquid curing compound to areas where a mechanical sprayer is impractical.

If the curing membrane is damaged from any cause during the curing period, re-coat the damaged areas immediately.

Do not apply membrane-curing compound to construction joint surfaces. Protect exposed steel during application of curing compounds.

C. Steam-Cure for Precast Concrete Items. Completely enclose or cover the casting beds for steam-cured members using curing blankets or other approved flexible coverings. Provide a minimum of 6 inches of free air space between the enclosure or coverings and all concrete surfaces.

Secure flexible coverings to prevent moisture loss. Provide moisture before the cure cycle to aid hydration and prevent surface cracks caused by rapid water loss from the concrete.

Steam may be introduced before starting the cure cycle if the enclosure temperatures are maintained between 50 and 70 °F. Fog-spray or cover the top surfaces of the members with wet blankets within 15 minutes after placing concrete to prevent moisture loss for a 3-hour period before the cure cycle.

Begin the steam-cure cycle after the concrete has been in place for at least 3 hours. Maintain steam at 100% relative humidity, applied so it does not damage the surface of the concrete, forms, or tendons.

Raise the ambient temperature within the enclosures no faster than 40 °F per hour to a maximum temperature between 120 and 160 °F. Maintain the temperature until the concrete has reached strength for transfer of prestress or design strength.

Once the cure cycle is complete, cool the precast items by decreasing the temperature within the enclosures no faster than 40 °F per hour until the temperature difference between the inside and outside air is within 25 °F, unless otherwise approved.

Keep a curing time-temperature record for each concrete placement within the casting bed. Provide 1 automatic temperature-recording thermometer for each 200 feet, or fraction thereof, of continuous bed length used. Record curing temperatures continuously for the full curing cycle. Place the temperature sensors at approved locations. Supplement automatic recording thermometers with standard bulb-type thermometers placed at approved locations. Certify the accuracy of automatic recorders once each year or when the recorder accuracy is in question. Steam curing is not permitted without automatic recorders.

The side forms may be removed at the Contractor's discretion. Assume all responsibility removing forms before breaking the release cylinders. Concrete members damaged from early form removal will be rejected.

The cure cycle may be interrupted for a maximum of 20 minutes for form removal.

Do not expose the members to below-freezing temperatures within 6 calendar days of casting. In place of the 6-day requirement, the cure time may be based on the concrete strength. The concrete strength is determined by the average strengths of 3 standard 6 x 12-inch, or 4 x 8-inch cylinders cast from different batches of concrete used in each casting. Expose these cylinders to the same cure and temperature conditions as the precast items. Immediately test the cylinders according to AASHTO T 22 without further curing once they are removed from the cure area.

Curing may be discontinued if the average strengths of the 3 cylinders equal or exceeds specified strengths. Protect the member from freezing temperatures for the 6-day period if the average compressive strength fails to meet specified strength. Cool all members as specified in this Subsection.

Cast compression cylinders for field tests of the 28-day strengths following MT 101. Cast the number of test cylinders as required in Subsection 551.03.8(C) and MT 111.

The Contractor may submit in writing, alternate curing methods, for approval.

551.03.8 Testing and Acceptance of Concrete

Construct any products that are not cast-in-place, and not produced at a PCI, ACPA or NPCA certified precast plant, in accordance with Subsection 605.03. These products will be evaluated on a lot-by-lot basis in accordance with Subsection 551.03.8(C) for the class of concrete specified.

A. Pre-testing of Concrete (Classes Structure, Deck and Overlay). Pre-testing is not required for concrete placements smaller than 7 yd^3. The Department will perform pre-tests for air content and slump at the start of each concrete production run and any time there is a significant change in the pumping configuration or concrete placement as determined by the Project Manager. Meet the following requirements:

1. Discharge and waste a minimum of 0.25 yd^3 of concrete.

2. Collect a sample.

3. If slump and air content pre-tests indicate the sampled concrete meets applicable specifications, placement may begin.

4. If a pre-test produces a failing result, the truck may be dosed with approved admixtures included in the mix design, in accordance with Subsection 551.03.3(H).

5. If after all additions in accordance with Subsection 551.03.3(H) are made and a second pretest again produces a failing result, the truck will be rejected. The testing process will

be repeated on subsequent trucks until passing air and slump results are achieved. Pre-test results are not used for concrete lot acceptance.

B. Sampling and Testing. Furnish an adequate and representative sample of concrete in accordance with AASHTO R 60 from the point of placement to an area designated by the Project Manager for testing of concrete properties and molding of test specimens. Do not drop or agitate samples. The sampling and transport must be witnessed by the Department. The Department will take possession of the sample and begin the following applicable tests.

1. **Compressive Strength Testing.** Furnish samples for determining compressive strength following AASHTO R 60. Test cylinders will be cast and cured following MT 101 and tested in accordance with AASHTO T 22 at a frequency determined by MT 601. Test cylinders for SCC will be cast and cured in accordance with MT 117. Test cylinders for CLSM will be cast and cured in accordance with ASTM D4832. Compressive strength tests may be molded at any time if inconsistency between batches is identified or suspected. A compressive strength set consists of 4 test cylinders made at the same time from the same batch of concrete. Tests for plastic properties will also be run from the same sample used for compressive strength tests.

   The Contractor may make additional cylinders to determine strength gain and to maintain job control.

   Standard compressive strength tests will be made at 7 and 28 days, except as specified below for concrete used in prestressed members.

   The compressive strength results of the cylinders tested will determine if the concrete meets the required compressive strength in Table 551-2 or specified in the contract.

2. **Testing of Plastic Concrete.** Perform quality control sampling/testing during the concrete placement, including air content, temperature, and slump to maintain job control.

   Furnish samples for determining slump, air, and temperature in accordance with AASHTO R 60. Slump will be tested in accordance with AASHTO T 119. Air content will be determined in accordance with AASHTO T 152. Temperature will be tested in accordance with ASTM C1064 at a frequency determined in accordance with MT 601. Plastic properties tests may be run at any time if inconsistency between batches is identified or suspected.

   Slump flow and air content for SCC will be evaluated in accordance with AASHTO T 347 and AASHTO T 152.

   Plastic concrete will also be subjected to a visual test for segregation. If segregation is identified by a ″halo″, bleeding, aggregate agglomerations, or aggregate settlement (identified by a high sheen or bubbling) during the slump test, do not place the concrete. Take immediate steps to resolve the problem. Remove and replace any concrete placed showing signs of segregation at no expense to the department.

3. **Durability Testing.** When applicable, furnish samples for determining permeability following AASHTO R 60. Test cylinders will be cast and cured following MT 101 and tested in accordance with AASHTO T 358.

   The Department may test hardened air content in accordance with ASTM C457 for acceptance.

4. **Gradations.** Samples for determining gradations of aggregates for concrete will be sampled in accordance with MT 201 and tested in accordance with MT 202. Combined gradations are determined in accordance with MT 122.

C. Acceptance of Concrete. The concrete must meet all contract specifications and the following:

1. **Classes General, Deck, Pave, Structure, Overlay and Drilled Shaft Concrete.** These classes of concrete are evaluated for acceptance on a lot-by-lot basis.

An individual lot is defined as a single day's placement or every 200 yd^3 of concrete placed (i.e., 200 yd^3 = 1 lot, 400 yd^3 = 2 lots, etc.) whichever is less, excluding Class Pave. If predetermined, the Project Manager may elect to define a lot as the cumulative concrete placed when multiple small placements result in a quantity of 30 yd^3 or less over 3 consecutive placement days, not spanning more than 5 business days. An individual lot of Class Pave concrete is defined as a single day's placement or every 1,000 yd^3 of concrete placed, whichever is less. Each lot is accepted or rejected based on the lot acceptance air tests, strength tests, gradation tests and when applicable, permeability tests. The pay factors for each lot accepted are determined from Table 551-5, 551-6, 551-7, 551-8 and 551-9.

The overall lot pay factor (OLPF) will be calculated for bid items as shown in Table 551-4 and will be applied as a line item adjustment on the estimate.

TABLE 551-4
ITEMS INCLUDED FOR PAY FACTOR ADJUSTMENT

Class	Items
Deck	Include all items except metal bridge rail and bridge deck repair
Drilled Shaft	Include all items
Overlay-SF	
Pave	
Structure	Include concrete class bid items and Revise Barrier items
General	Include concrete class bid items Include items in Subsection 608 Include items in Subsection 609 Include items measured by the volume Exclude all other items

Note: The OLPF may be evaluated on other contract items that have significant equivalent concrete quantities.

Pay factors will not be calculated for items measured and paid for by the Lump Sum or precast items accepted in accordance with Section 554. Except for concrete barrier rail, pay factors will not be calculated for items measured and paid for by the each. Concrete barrier rail and other items constructed in accordance with Section 605 will be tested and accepted the same as cast-in-place items.

a. Strength. A minimum of 2 standard compressive strength sets will be made for each lot. Each set will be made from concrete taken from a separate batch or load randomly selected from all loads or batches in the lot. For a lot less than 30 yd^3, the Project Manager may elect to make 1 set of compressive strength cylinders to represent that lot.

Three cylinders from each set of cylinders are tested for compressive strength at 28 days and the fourth is tested at 7 days. The test result is the average of the strengths of the 3 individual 28 day cylinder specimens unless an outlier is identified.

For classes Deck and Overlay, if the average 28-day strength of all sets within a lot is ± 500 psi of the mix design target and greater than 4000 psi, the lot is eligible for a 1.02 PFS. Any results below 4000 psi will be evaluated in accordance with Table 551-5.

The Department will analyze the test results for outliers. The results of the 2 specimens with the closest compressive strengths will be averaged. If the strength result of the remaining cylinder differs by more than 10% from that average, it will be

considered an outlier. If an outlier is identified, that specimen will be removed, and the average strength of the set will be determined using the remaining 2 specimens.

The lot acceptance strength is the average of all sets for the lot.

TABLE 551-5
CONCRETE STRENGTH PAY FACTORS

Strength Pay Factors Classes Deck, Overlay, Structure, General, Pave, and Drilled Shaft Concrete lot acceptance strength, x psi	
strength, x (psi)	**strength pay factor, PFS**
x ≥ 4,000	$PF_S = 1.00$
4,000 > x ≥ 3,500	$PF_S = 1.00 - \frac{0.15\ (4000 - x)}{500}$
3,500 > x ≥ 2,800	$PF_S = 0.85 - \frac{0.85\ (3500 - x)}{700}$
2,800 > x	$PF_S = 0$; remove and replace

The pay factors shown will be used when the department determines the concrete is acceptable at less than the specified strength. The Department may require removal and replacement or corrective action for any concrete not in accordance with the required strength.

b. Air Content. Concrete air content will be determined in accordance with AASHTO T 152 or ASTM C457 on the same sample used to make the compression test cylinders for acceptance and on samples taken according to MT 601. A separate air content pay factor will be computed for each test result and the lot air content pay factor will be the average of the individual test result pay factors. The pay factor for each lot based on air content is determined from Table 551-6.

TABLE 551-6
AIR CONTENT PAY FACTORS

Lot Acceptance, Air Content			
Classes General, Pave, Deck, Overlay, and Structure Concrete		Used when mix design incorporates ≥ 1½-inch nominal maximum aggregate gradation	
Air content, x (%)	**Air content pay factor, PFAC**	**Air content, x (%)**	**Air content pay factor, PFAC**
x ≥ 7.5%	$PF_{AC} = 1.00$	x ≥ 6.5%	$PF_{AC} = 1.00$
7.5% > x ≥ 6.5%	$PF_{AC} = 1.03$	6.5% > x ≥ 5.5%	$PF_{AC} = 1.03$
6.5% > x ≥ 5.0%	$PF_{AC} = 1.00$	5.5% > x ≥ 4.0%	$PF_{AC} = 1.00$
5.0% > x ≥ 3.0%	$PF_{AC} = 1.0 - 0.25(5.0 - x)$	4.0% > x ≥ 2.5%	$PF_{AC} = 1.0 - 0.33(4.0 - x)$
3.0% > x	Remove and Replace	2.5% > x	Remove and Replace

The pay factors shown will be used when the department determines the air content of the in-place concrete is acceptable at percentages less than specified. The Department may require removal and replacement or corrective action for any concrete not in accordance with the required air contents. No incentive will be paid if any individual air test within the lot is outside the range specified in Table 551-2.

In addition to the air content pay factor, coating concrete with an approved penetrating epoxy sealer at no cost to the Department will be required any time concrete having an air

content less than 4.0% (3.5% for concrete containing 1½-inch nominal aggregate) for Classes Deck, Overlay, and Structure concrete allowed to remain in place.

Air content pay factors will not be used on Class Drilled Shaft concrete.

c. Permeability. Concrete permeability will be determined at 28 days (Table 551-7) or 56 days (Table 551-8) in accordance with either AASHTO T 358 (Table 551-7). At least one set of compressive strength cylinders per lot will also be tested for permeability. The lot acceptance permeability is the average of the test results for the lot. If 6-inch by 12-inch specimens are required based on use of 1½-inch nominal aggregate, the acceptance values in Tables 551-7 and 551-8 will be reduced by 20%. The pay factor for each lot based on permeability is determined from Table 551-7 or Table 551-8.

TABLE 551-7
28-DAY CONCRETE PERMEABILITY PAY FACTORS

Lot Acceptance, Permeability, x Classes Deck and Overlay	
lot permeability test result, x (kΩ-cm)	**permeability pay factor, PFP**
x ≥ 21	$PF_p = 1.05$
21 > x ≥ 12	$PF_p = 1.05$
12 > x ≥ 10	$PF_p = 1.00 - \frac{0.30(12 - x)}{2}$
10 > x	$PF_p = 0.70$

TABLE 551-8
56-DAY CONCRETE PERMEABILITY PAY FACTORS

Lot Acceptance, Permeability, x Classes Deck and Overlay	
lot permeability test result, x (kΩ-cm)	**permeability pay factor, PFP**
x ≥ 21	$PF_p = 1.00$
21 > x ≥ 18	$\mathrm{PF_p} = 1.00 - \frac{0.30(21 - x)}{3}$
18 > x	$PF_p = 0.70$

The pay factors shown will be used when the department determines the permeability of the in-place concrete is acceptable with results less than specified. The Department may require removal and replacement or corrective action for any concrete not in accordance with the required permeability.

d. Gradation. Concrete aggregate gradations will be determined in accordance with MT 202 or MT 122, if applicable. A minimum of one gradation test will be performed per 200 yd^3 excluding class Pave. The test result will be used in the OLPF calculation for each lot of concrete placed within that 200 yd^3. For class Pave, a minimum of one gradation test will be performed per 1000 yd^3.

i. Conventional Gradations. For concrete designed with conventional gradations, the Department will calculate the pay factor for the gradation using the following formula.

$$PF_G = 1.00 - \frac{x}{1000}$$

Where:

x - The sum of the individual percentages out of range on each aggregate fraction.

PF_G - Pay Factor

ii. Optimized Gradations. For concrete designed with optimized gradations the Department will calculate the pay factor for the gradation using the following formula

$$PF_G = 1.00 - \frac{0.25x + 2y}{250}$$

Where:

x - The sum of percentages out of tolerance on each individual aggregate fraction (each rounded to the whole number).

y - Percentage out of tolerance on the No. 200 sieve fraction (rounded to the tenth of a percent).

PF_G - Pay Factor

If all gradation tests in the lot produce passing results, the following pay factor will be used:

$$PF_G = 1.05$$

The following formulas are used to calculate the OLPF and unit price adjustment ADJ. All pay factors (PFS, PFP, PFAC, and PFG) must be 1.00 or greater for the production lot to be eligible for positive ADJ (incentive). No OLPF can exceed 1.15.

$$OLPF = (PF_S)(PF_{AC})(PF_P)(PF_G)$$

$$ADJ = (OLPF - 1)(Price)$$

Where:

ADJ - Price adjustment per pay unit to be applied to the production lot quantity

Price - Contract unit price for the pay item

If a pay factor is not applicable to a specific class of concrete, the pay factor (PF) will be 1.00. Use Table 551-9 to determine pay factors applicable to specific classes of concrete.

TABLE 551-9
PAY FACTORS FOR CONCRETE

PF Type	Deck	Overlay	Structure	General	Drilled Shaft	Pave
PFS	X	X	X	X	X	X
PFAC	X	X	X	X		X
PFP	X	X				
PFG	X	X	X	X	X	X

2. Class Pre Concrete. Class Pre concrete is evaluated for acceptance for air entrainment and on a lot-by-lot basis based on the average of the 28-day compressive strength cylinders and variation in test results as measured by the standard deviation.

Each lot will be judged against the formula:

$$F'c + 0.35S$$

Where:

S - The standard deviation of the strengths for the three 28-day cylinders.

F'c - The concrete strength required for final acceptance as specified in the contract.

A lot is defined as all the concrete that is placed in a single pre-cast prestressed member.

Lots with any actual average cylinder strengths less than that calculated from the above formula will be rejected.

Three 28-day compressive test cylinders will be made for each lot, and each 28-day test cylinder sample will be randomly selected from all batches or loads.

The strengths of other cylinders made from a sample and tested at an earlier age will not be considered for acceptance purposes.

The cylinders for acceptance will be cast in accordance with MT 101, sampled in accordance with MT 111 and tested in accordance with AASHTO T 22.

The cylinders will be cured within the curing enclosure under the exact conditions and methods used to cure the prestressed member until transfer of pre-stress. After transfer of pre-stress, the cylinders will be transported and continue curing in accordance with MT 101.

3. **Controlled Low Strength Material.** CLSM will be tested once per project for placements that support traffic loads. CLSM will be accepted by certification for placements that do not support traffic loads. CLSM will be tested in accordance with MT 601. Do not apply additional loads until CLSM has reached its design strength.
4. **Small Concrete Quantities.** The Project Manager may accept 9 yd^3 or less of concrete without a formal mix design. Submit a batch proportion sheet for approval before use. Classes Deck, Overlay, and Structure concrete are excluded from this exception.

   In accordance with Section 3.1.1 of MT 601 the Project Manager may designate 9 yd^3 or less concrete as a "small quantity" for acceptance sampling and testing.

551.04 METHOD OF MEASUREMENT

See Subsection 151.01.1 for Design-Build Contracts.

Concrete is measured by the cubic yard in accordance with Subsection 552.04, unless otherwise specified.

Class Pave concrete is measured for payment in accordance with Subsection 501.04.

Class Pre concrete is measured for payment in accordance with Subsection 553.04.

Concrete used in pre-cast concrete products is measured for payment in accordance with Subsection 554.04.

551.05 BASIS OF PAYMENT

See Subsection 151.01.1 for Design-Build Contracts.

Payment for the completed and accepted quantities is made under the following:

Pay Item	Pay Unit
Concrete	Cubic Yard

Class Pave concrete is paid for in accordance with Subsection 501.05.

Class Pre concrete used in prestressed concrete members is paid for in accordance with Subsection 553.05.

Concrete used in pre-cast concrete products is paid for in accordance with Subsection 554.05.

SECTION 552
CONCRETE STRUCTURES

552.01 DESCRIPTION

This work is constructing concrete structures, and portions of prestressed concrete, steel, timber, stone masonry, and composite structures.

552.02 MATERIALS

Furnish materials in accordance with the following section and subsection:

Bearing Devices	565
Compression Joint Seals	711.15
Concrete	551
Concrete Sealants	717
Expansion Joint Filler	707.01
Reinforcing Steel and Structural Steel	555 and 711
Water Stops	707.03

552.03 CONSTRUCTION REQUIREMENTS

552.03.1 Foundations

Construct foundations in accordance with Section 209.

Place concrete only after the foundations are inspected and approved.

552.03.2 Falsework

Construct falsework that supports the concrete work without detrimental deformation or settlement and to the plan lines and grades.

Use piling to support falsework not on solid footings.

Temporary camber all spans allowing for shrinkage and settlement. The contract specifies those bridges that require a permanent camber.

Provide "tattletales" or other approved devices at locations to indicate form settlement or deflection. Adjust falsework as required to maintain plan line and grade.

Stop the work if detrimental settlement occurs in the falsework that cannot be adjusted. Remove and replace all concrete work affected by detrimental settlement at Contractor expense.

The Contractor is responsible for the adequacy and execution of the falsework plans. Submit a Contractor approved copy of the falsework plans upon request. The Contractor approval must be shown on the drawings.

552.03.3 Forms

Construct forms so their removal does not damage the concrete.

Remove all forms and form members not designated to remain in place.

The term "exposed surfaces" means those concrete surfaces that are above the finished ground line.

Use metal or plywood forms for exposed surfaces and countersink all bolt and rivet holes. Ensure the forms are mortar-tight providing a smooth finished concrete surface meeting the specified shape. Rough lumber, tongue-and-groove lumber, and steel-framed wooden panel forms may be used for surfaces not exposed in the finished structure that do not adversely affect the strength or appearance of the finished structure.

Use only 1 type of material in any form or group of forms for exposed concrete surfaces on similar parts of a structure.

Use filleted forms for re-entrant angles. Chamfer forms ¾-inch for all exposed corners and edges with an enclosed angle of less than 120°.

Design the forms and falsework to withstand the vertical loads and horizontal pressure of the plastic concrete. Include in the design allowances for temporary construction loads.

Do not place concrete exceeding the designed form pressure.

Use forms for completed structures that are removable without disturbing adjacent forms.

Form marks must conform to the general lines of the structure. Column form marks may be horizontal or vertical or both, being as symmetrical as practical.

Provide form openings that permit ready access for form cleanout, inspection, placement, and compaction of the concrete. Provide cleanout ports at the top surface of the concrete where placing is stopped in narrow forms for walls or columns or where the bottom of the form is inaccessible.

Remove all extraneous material within the forms before placing concrete.

Treat the forms interior surfaces to prevent mortar adhesion.

Water soak wooden forms to close shrinkage cracks.

Set and maintain forms to the specified alignment, grade, and section and leave in place after concrete is placed for the specified time in Subsection 552.03.10.

Form defects are cause to stop work until corrected.

Furnish metal or fiberglass tie rods or anchorages within the forms with cones or other devices that permit the rod and anchorage to be removed to 1-inch below the surface without damaging the concrete.

Use metal or fiberglass tie fittings that leave the smallest possible size cavities. Dry pack cavities with cement mortar to produce a sound, smooth, even finished surface closely matching that of the adjacent concrete after form removal.

Use deck slab forms that permit vertical adjustment of the bottom of the slab form.

552.03.4 Placing Concrete

A. General. Schedule a pre-placement meeting to be held 2-14 calendar days before the first deck or deck overlay concrete placement. The minimum required attendees are the superintendent, concrete foreman, concrete supplier, other contractor personnel that will supervise the concrete placement operations, and key Department inspection personnel. The purpose of the meeting is to review specification requirements, lines of communication, placement plan, quality control, safety, sampling, and review the Bridge Deck Pre-Placement Agenda.

Transport and place concrete in accordance with Subsections 551.03.4 and 551.03.5 respectively.

Do not allow concrete to drop from a height exceeding 5 feet unless it is within a conduit.

Support bars to maintain their position as shown in the contract.

Deposit concrete in small quantities at many points and then work or run it along the forms. Carefully fill each part of the forms, depositing the concrete as close as possible to its final position, working the coarse aggregates back from the face and forcing the concrete under and around the reinforcing bars. Do not allow concrete to segregate by falling through or over reinforcing steel, tie rods, or similar items.

Deposit concrete around steel shapes and closely spaced reinforcing bars, on one side of the steel, uniformly working it until the concrete flushes under the steel to the opposite side before any concrete is placed on the opposite side or over the steel.

Once the concrete has taken initial set, avoid jarring the forms or straining the projecting reinforcement ends.

Thoroughly consolidate all concrete, except seal concrete, during and immediately after depositing using mechanical vibration as follows:

1. Apply the vibration internally unless otherwise approved or as provided herein.

2. Vibrate the concrete at a minimum of 4,500 impulses per minute or as recommended by the vibrator manufacturer.
3. The vibration must visibly affect the concrete mass, producing a 1-inch slump over a minimum 18-inch radius.
4. Use enough vibrators to compact each batch immediately after it's placed.
5. Vibrate the concrete around the reinforcement and imbedded fixtures and into the form corners and angles.

Vibrate at the point of deposit in areas of freshly deposited concrete. Slowly insert and remove the vibrators from the concrete. Vibrate to thoroughly consolidate the concrete without causing segregation or forming localized grout areas.

Vibrate at uniformly spaced points and no farther apart than twice the radius over which the vibration is visible.

6. Do not apply vibration directly to or through the reinforcement or to non-plastic sections or layers of concrete. Do not use vibrators to transport concrete in the forms. Use plastic or rubber tipped vibrator heads when placing concrete near epoxy coated reinforcing steel.
7. Supplement vibration by spading and tamping to produce smooth surfaces and dense concrete along form surfaces, in corners and locations impractical to reach with the vibrators.

These requirements apply to precast piling, concrete cribbing, and other precast members unless the manufacturer's vibration methods are approved.

Place and secure all reinforcing, dowels, and other embedded items as specified. Clean rust, scale, oil, dried mortar deposits or foreign material from all embedded materials before placing the concrete.

Continuously place concrete in each section of the work in horizontal layers, working continuously, if necessary, to prevent stoppage planes.

Place the concrete in layers to thoroughly consolidate them with the concrete beneath. Place the succeeding layer before the previous layer has reached initial set.

Compact each layer to prevent separation planes between the preceding layer and the layer being placed.

The Project Manager may require an emergency bulkhead if concrete placement in a section is delayed longer than 20 minutes.

A construction joint is any place where concrete placement has stopped, and the concrete has taken initial set. Make construction joints in accordance with Subsection 552.03.6.

Inset construction joints where a "feather edge" might be produced in the succeeding layer. Provide a minimum thickness of 6 inches in all succeeding layers.

Place concrete so all construction joints are across low shear stress regions and out of view to the greatest extent possible.

Place deck slab concrete a minimum of 7 calendar days after placing diaphragm concrete or when standard compressive strength test results verify that the diaphragm concrete has attained a compressive strength of 1,360 psi.

B. Pumping Concrete. Pump concrete in accordance with Subsection 551.03.5(A).

C. Concrete Columns. Place concrete in one continuous operation, unless otherwise specified.

Allow columns to set at least 12 hours before placing the caps.

Place concrete in the superstructure after the column forms have been stripped and the column is inspected by the Project Manager.

The superstructure load may be placed on the columns when the column concrete reaches 80% of the required 28-day compressive strength, determined by testing standard 6 x 12-inch or 4 x 8-inch test cylinders.

D. Reserved.

E. Concrete Slab and Girder Spans. Place slabs and girders having spans less than 30 feet in one continuous operation.

Concrete slabs with girders spanning 30 feet or more may be placed in two operations, first placing the girder stems to the bottom of the slab haunches, and then placing the slab.

Use shear keys made of beveled timber blocks inserted at least 1½ inches in the fresh concrete at the top of each girder stem. Place the blocks to uniformly cover about ½ of the girder stem top surface. Remove the blocks when the concrete has set enough to retain its shape.

Do not place the slab until the girders have been in place for at least 24 hours.

Check all falsework for shrinkage, settlement, and tighten all wedges to ensure minimum deflection of the stems caused by the slab weight before placing the slab.

Place concrete in girder haunches less than 3 feet high at the same time as the girder stem.

When any haunch or filler has a vertical height of 3 feet or more, place the abutment or columns, the haunch, and the girder in 3 successive stages:

1. First, up to the lower side of the haunch.
2. Second, to the lower side of the girder.
3. Third, to completion.

F. Concrete Slip-forming. Concrete barrier rails on bridges may be slip-formed.

Hand-finish the traffic face and top of the barrier to remove air holes and other blemishes, followed by a light broomed finish.

Sections with concrete slumps or bulges causing barrier rail misalignment or inadequate concrete cover for reinforcing steel will be rejected.

552.03.5 Depositing Concrete Underwater

Use Class General or Drilled Shaft concrete for seals specified in the contract.

All costs for concrete placed outside of the plan dimensions and any change in the seal mix design for the Contractor's convenience is at Contractor expense.

Do not place concrete underwater without Project Manager approval.

When it is impractical or inadvisable to de-water an excavation before placing concrete, place a seal course underwater to seal the cofferdam. Place the entire seal in one continuous operation, in accordance with the following:

1. Use a tremie system.
2. Pump directly into a tremie hopper; or
3. Pump directly to the deposit point.

Use tremie systems made of rigid, watertight steel tube having a minimum diameter of 10 inches with a hopper at the top. Keep the tremie's discharge end submerged in the deposited concrete, and the tremie tube full to the hopper bottom at all times during the concrete placement. When a load is dumped into the hopper, raise the tremie to start the flow of concrete until the load discharges to the hopper bottom. Use a tremie support that allows free movement of the discharge end and permits rapid lowering of the tremie to retard or stop the flow.

Pump seal concrete in accordance with Subsection 551.03.5(A).

Have a backup concrete pump or tremie available at the site to ensure uninterrupted placing of the entire foundation seal.

Pump concrete into a tremie meeting the placing requirements for tremie-placed concrete.

When concrete is pumped directly, the discharge tube must be a rigid pipe extending at least 5 feet above the water level during placement. The discharge line from the top of the rigid pipe to the concrete pump may be flexible.

Prevent water from entering the tube while placing concrete. Fill the tubes without washing the concrete.

Place concrete in a consolidated mass without disturbing it once deposited.

Do not place concrete in running water or expose it to the action of water before it has reached final set. Keep water still at the point of deposit.

Do not pump from the cofferdam while depositing concrete underwater.

Make all formwork retaining concrete underwater practically watertight.

Deposit concrete to produce horizontal surfaces.

After the seal concrete has cured and can withstand the hydrostatic pressure, de-water the cofferdam and place the remaining concrete in the dry.

Prepare the top surface of the foundation seal in accordance with Subsection 552.03.6 before joining fresh concrete to the seal concrete. Remove high spots to provide the clearances for reinforcing steel or projection of embedded piling.

552.03.6 Construction Joints

Obtain the Project Managers approval for construction joint locations.

If the concrete develops initial set due to placement delays, the stopping point is considered a construction joint.

Place concrete continuously from joint to joint. Make the joints perpendicular to the principal lines of stress and locate them at points of minimum shear.

Place a gauge strip, at least 2 inches thick, at all horizontal construction joints and at other directed locations inside the forms along all exposed faces to provide a straight line for the joints.

Before placing fresh concrete against set concrete, draw the forms tightly against the set concrete face and remove all gage strips and key forms. Remove all laitance, loose and foreign materials from the surface by sandblasting, high-pressure water cutting, or light bushhammering. Keep the surface moist until resuming concrete placement. Apply a thin coat of neat cement to the surface or coat as specified just before resuming concrete placement.

Bond the successive courses by keying or doweling, as shown in the contract, at the top layer of each day’s work and at other points where work is interrupted.

552.03.7 Joints for Bridge Approach Slabs

Construct and seal joints between concrete approach slabs and structures or concrete pavement as specified.

Use forms for joints that are removable without damaging the concrete.

Protect the joint from damage and prevent debris and foreign material from entering the joint before installing the seal.

Limit construction equipment and other vehicles operated directly across the joint to rubber-tired equipment, unless approved joint protection is used.

Repair all spalls, fractures, breaks, or voids in the concrete joint surfaces as approved.

Before placing the seal, clean the joints by abrasive blast or other similar methods, followed with high-pressure air jets to remove all residue and foreign material. Protect expansion joint filler from the blast.

Make joint surfaces surface-dry when placing the seal.

552.03.8 Cold Weather Concreting

Perform cold weather concreting in accordance with Subsection 551.03.6.

552.03.9 Curing Concrete

Cure concrete in accordance with Subsections 551.03.6 and 551.03.7.

552.03.10 Removal of Forms and Falsework

Vertical forms may be removed 24 hours following the conclusion of the concrete placement. Other forms and falsework may be removed at 14 calendar days or 80% of the specified design strength.

Do not release, loosen, or remove forms or falsework without the Project Manager's approval. This approval does not relieve the Contractor of responsibility for the safety of work. Remove all forms, blocks, and bracing. Remove mortar lips and all irregularities caused by form joints.

The presence of honeycombed areas may cause rejection of the work, and upon written notice, require removal and rebuilding of the work in whole or part at Contractor expense.

After the forms are removed, cut back and repair all projecting wires, tie bolts, and other metal form ties passing through the concrete in accordance with Subsection 552.03.3.

Repair honeycombed concrete in all parts of the work and voids and depressions in exposed portions of the work as follows:

1. Chip back all coarse and broken material to a dense, uniform concrete surface with exposed solid coarse aggregate.
2. Cut back feather edges to form faces perpendicular to the surface being patched.
3. Saturate all cavity surfaces with water and apply a thin layer of neat cement.
4. Fill the cavity with a thick mortar mixed in the same proportions as the concrete used in the work and at the same temperature as the surface against which the mortar is placed.

Use a blend of hydraulic cement, white hydraulic cement and sand, proportioned to match the color of the concrete being repaired. Tamp the mortar into place and float the surface using a wooden float before initial set takes place. Cure the patch in accordance with Subsection 551.03.7.

For patching large or deep areas, add coarse aggregate to the patching material to provide a dense, well-bonded, and cured patch.

Pull or remove all falsework piling 1-foot below the finished ground line or streambed unless otherwise specified.

552.03.11 Concrete Finish

A. Broomed Finish. Finish the surface of concrete curbs and sidewalks to the lines and grades in the contract. Work the concrete until the coarse aggregate is forced into the body of the concrete and no coarse aggregate is exposed. Float the surface with a wooden float producing a smooth and uniform surface.

Apply a broom finish to curbs or sidewalks. The texturing broom may be any medium-stiff bristled broom. Broom at right angles to the curb face or sidewalk and produce a uniform close spaced texture not exceeding ⅛-inch deep.

B. Bridge Decks. Finish deck slabs by the machine method, excluding small or irregularly shaped areas where a machine is impractical. Calculate form elevations at tenth points, including compensation for dead load deflections shown in the plans, and submit them prior to forming the deck.

1. Machine Method. Use a self-propelled transverse finishing machine to strike off and finish the surface of deck-slab concrete. Furnish the Project Manager with information on the location and method of rail support, size of rail members, and a description of the machine.

Trial-run the finishing machine over the entire deck area to be finished before placing any concrete. Attach a spacer to the bottom of the strike-off ⅛-inch in thickness less than the concrete cover shown in the contract. Make all adjustments necessary to produce the correct finished grade, section, concrete cover over slab reinforcement, and slab thickness.

While placing the concrete, make enough strike-off passes to produce the required profile and section.

Maintain the heading of concrete placement nearly parallel to and not more than 10 feet ahead of the strike-off. The concrete carried ahead of the strike-off must not cause wheel slippage or other unsatisfactory operation.

Orient the transverse axis of the finishing machine parallel to centerline of bearing on all pre-stress and steel girder spans skewed more than 15°. Make the concrete placement heading parallel to the strike-off heading to produce equal loads on each girder.

2. **Hand Finishing.** Obtain the Project Manager's approval for hand finishing on deck slabs.

   Strike off concrete using a template or vibrating screed and finish to a smooth, even surface meeting the required profile and section using longitudinal and transverse floating. Power trowels are not allowed.

3. **Straight-edging.** Test the plastic concrete surface for surface smoothness behind the finishing machine with a 10-foot straightedge. Ensure the straightedge contacts the surface in successive positions parallel to the centerline of roadway across the entire slab width. Make longitudinal advances in maximum 5-foot increments.

   Immediately fill depressions with fresh concrete, consolidate, strike off, and finish. Remove high areas with a 10-foot cutting straightedge and refinish. Correct all other surface defects using a 10-foot float or combination float and cutting straightedge.

   Provide footbridge(s) that clear span the fresh concrete for complete finishing, texturing, curing, straightedge testing, and surface correction.

   Continue straightedge testing and surface correction until the entire surface meets the specified surface-smoothness requirements.

   Limited hand floating may be used to correct defects left by the finishing machine. Hand floating is not required if the machine-finished surface meets surface-smoothness requirements and is free of defects.

4. **Bridge Deck Surface Texture.** Perform transverse deck grooving prior to allowing traffic on the new deck. After the Project Manager approves the finished deck surface and concrete has cured for the specified cure period, saw cut transverse grooves into the finished deck. Use grooving equipment capable of saw cutting ⅛ ± 1⁄16-inch wide and 3⁄16 ± 1⁄16-inch deep at 1¼ ± 1⁄16-inch center-to-center spacing. Do not overlap grooves during succeeding passes. Terminate grooves 1-foot from the face of rail or face of barriers and 4 inches from the paving notch, guard angles or expansion joints.

5. **Broom Texture.** Hand-finish the traffic surface of curbs, sidewalks, and other horizontal surfaces to receive a broom finish in accordance with Subsection 552.03.11(A).

6. **Surface Smoothness.** The finished surface must not vary more than 3⁄16-inch from a 10-foot straightedge placed parallel to the roadway centerline.

   High spots are measured as ½ the distance between the end of the straightedge and the pavement surface with the straightedge centered on the apex and the opposite end held in contact with the surface. Low spot variations are measured as the distance from the straightedge to the surface with the straightedge centered on the low point. Correct

unacceptable surface variations by grinding off high spots and patching or filling low areas.

Subsequent surface sealing will not be required where the grooved surface is produced using a diamond-faced saw-type cutter for grinding.

Perform surface sealing as follows for areas ground using conventional star-wheel-type cutters.

Seal all areas where removal exceeds ¼-inch in depth with an approved, concrete-colored, low-viscosity epoxy-resin adhesive. Produce a non-skid texture using a steel-tine broom or by applying medium-coarse silica sand to the plastic epoxy surface. Meet the surface smoothness requirements.

7. **Protective, Remedial, and Corrective Work on Deck Slab Concrete.** Do not place concrete for deck slabs and stop work when rain appears imminent. Take immediate action to strike off all concrete in place to promote drainage and prevent ponding.

   Do not perform placing or finishing work that manipulates the concrete during precipitation.

   Deck slabs areas where precipitation has been incorporated into the concrete may be rejected. Make a maximum of 3 light passes with a straightedge float to remove excess water after the precipitation stops.

   Protective work is that work necessary to protect unhardened concrete from damage by hail and rain. This includes covering the concrete with a protective covering when conditions warrant.

   Remedial work is that work to restore a surface profile and texture on unhardened, rain-damaged concrete. Concrete damaged by rain to the extent the texture is obliterated and has a sandy appearance may be repaired by removing excess water and restoring it to the specified surface smoothness and texture.

   Hardened concrete is concrete that is non-plastic and does not allow the vibrator to penetrate under its own weight.

   Corrective work is work to provide an acceptable profile and texture on hardened, rain-damaged concrete.

   Do not place fresh concrete against hardened concrete until a construction joint is placed in accordance with Subsection 552.03.6.

   Correct areas exceeding the specified surface-smoothness tolerance and areas where the specified texture cannot be produced by grinding and grooving using concrete grinding machines.

   Use a diamond saw type grooving machine.

   Grooves may be either longitudinal or transverse. Space grooves at ¾-inch centers and be ⅛-inch wide by ⅛ to $\frac{3}{16}$-inch deep.

   Grooving is not required on areas that measure 10 feet or less in length parallel to centerline of roadway.

   Do not grind or groove so that concrete cover is reduced over the top reinforcing bars to less than 2 inches.

   Remove, replace, or overlay areas that cannot be corrected to the required surface smoothness and texture by grinding and grooving. Submit proposed overlay methods in writing for approval before use.

   Remove all laitance and hardened, excess concrete from construction joints before placing curbs, barriers, or other concrete.

Furnish all protective, remedial, and corrective work to provide an approved deck slab at Contractor expense.

C. Bridge Seats and Tops of Walls. Bring the concrete at bridge seats and tops of walls up to the required grade elevation, strike off with a straightedge, and float to a smooth, uniform texture.

Slope the concrete surfaces in areas of bridge bearing assemblies to drain water away from the bearing devices as specified.

Bushhammering is permitted only for leveling the concrete surface under the bearing plate and removing laitance and loose and foreign material. Bushhammer to produce full, level bearing.

When necessary, place shims in accordance with Subsection 565.03.2.

D. Ordinary Finish. An ordinary finish is the concrete surface left once the forms are removed and all holes caused by form ties, trapped air, and all other defects are repaired. The finished surface must be true and even, free from stone pockets, depressions, or projections beyond the surface.

Ordinary finish is produced as follows:

1. Soak the concrete surface with water and use the patching mortar specified in Subsection 552.03.10, working it into the small air holes and other voids in the concrete face with a sponge float or wooden float.
2. Rub off excess mortar after the mortar is partially set using burlap or carpet.

   Remove uneven mortar surfaces that have set too hard by rubbing the entire surface with a carborundum stone and water.
3. Produce a finished surface that is uniform in texture and color.

Rub-finish all surfaces not repairable by the ordinary finish method in accordance with Subsection 552.03.11(E).

The ordinary finish may not be required for exposed vertical concrete surfaces listed below, if the forming produces a true and uniform surface and minor defects are repaired as specified:

1. Interior surfaces of box type concrete structures such as culverts, stock passes, and minor grade separations; or
2. Concrete diaphragms for prestress girders; or
3. Pier shafts, abutment walls, columns, struts, crossbeams, or other substructure components located where they are not readily subject to public access or view. In general, substructure elements on bridges in undeveloped rural areas and more than 25 feet from the edge of the public road, located in or over streams not used extensively for recreation, or exclusively over railway property are not considered subject to public access and view.

   Good forming practice is considered as:

   - Using materials with a smooth surface free from holes, tears, dents, and gouges.
   - Using the largest practical pieces to minimize joints.
   - Arranging joints to be vertically or horizontally symmetrical; and
   - Using bracing to prevent bulges, offsets, and other major defects in the concrete surface.

Repair major surface defects and finish the substructure unit surface or other structural components to a uniform appearance.

Major surface defects are large rock pockets, offsets at form joints exceeding ¼-inch, bulges, projections and depressions that deviate from the surface plane by more than ¼-inch in any 4-foot length, and all other defects that reduce plan reinforcing bar cover by more than ¼-inch.

Minor surface defects may be corrected without finishing the surrounding surface. Remove mortar fins even with the surrounding surface. Fill air holes exceeding ¾-inch in the longest dimension with mortar and strike off even with the surrounding surface. Patch minor rock pockets, tie holes, and the like as specified in Subsection 552.03.10.

E. Rubbed Finish. After concrete has hardened, saturate the surface with water and rub using a medium-coarse carborundum stone with a small quantity of mortar on its face. Approved bonding agents may be used.

Use mortar consisting of cement and fine sand in the same proportions used in the concrete being rubbed.

When forms are removed while the concrete is "green", wet the surface and rub it with a wooden float. If approved the thin mortar described above may be used for rubbing.

Continue rubbing until all form marks, projections, and irregularities are removed, all voids filled, and a uniform surface is obtained. Keep the paste produced by rubbing moist and allow it to set for at least 5 days. Smooth the surface by rubbing with a fine carborundum stone and water. Rub to produce a smooth texture and uniform color over the entire surface. After the final rubbing is complete and the surface has dried, rub the entire surface with burlap to remove loose mortar. The finished surface cannot have unsound patches, paste, powder, or objectionable marks.

F. Special Tooled Finish. Produce special tooled finishes using a bushhammer, a pick, a Crandall, or other approved tools. Use air tools unless otherwise directed. Do not begin tooling until the concrete has set for at least 7 days, or longer, if necessary, to prevent "picking" the aggregate out of the surface. Produce a finished surface showing broken aggregate in a matrix of mortar, each aggregate particle being in slight relief.

552.03.12 Installation of Expansion and Contraction Joints

Construct expansion and contraction joints in accordance with the contract. Use methods and sequencing that prevent stress to fresh joint header concrete resulting from thermal expansion/contraction of bridge span(s).

A. Open Joints. Construct open joints by inserting and removing a template made of wood, metal, or other approved material. Remove the template without chipping or breaking the concrete corners.

Do not extend reinforcement across an open joint unless specified.

B. Filled Joints. Construct poured expansion joints similar to open joints. Use filler material listed on the QPL and in accordance with Subsection 707.01.

When pre-molded expansion joints are specified, the thickness of installed filler is specified in the contract. Match the joint filler to the shape and size of the surfaces to be joined and fix it firmly against the existing surface. Do not displace the joint filler while placing concrete.

Where more than one piece of filler is used to cover any joint surface, place the abutting pieces in close contact and join them together with a layer of asphalt-saturated roofing felt. Use a minimum 20-pound grade roofing felt having one side covered with hot asphalt.

The filled joints will be inspected immediately after the forms are removed. Neatly cut and remove all concrete or mortar that has sealed across the joint. Fill openings in deck slab joints during construction with an approved tar or asphalt as directed.

Place the necessary dowels, load-transfer devices, and other devices as specified.

C. Steel Joints. Fabricate and paint the joints as specified. Ensure that the surface in the finished plane is true and free of warping.

Hold joints in the correct position during concrete placement.

Use the openings at expansion joints shown in the contract, correcting for installation temperature. Maintain the required clearance.

Release horizontal joint restraint mechanisms prior to bridge span thermal expansion/contraction.

Provide sufficient support of the joint member within the slab to prevent settling or other undesirable movements from occurring after release.

D. Water Stops. Place water stops as specified.

552.03.13 Placing Anchor Bolts

Install anchor bolts and dowel bars by one of the following methods:

1. Securing in position prior to casting concrete.
2. Drilling and grouting; or
3. Forming holes and grouting.

Determine the final bolt and dowel locations, making allowance for thermal effects on the superstructure at the time of grouting.

Ensure that all anchor bolts for shoe assemblies project above the plane of the substructure concrete to provide full anchor bolt and nut engagement after the final placement of the shoe assemblies.

Form holes by inserting treated wood plugs or metal pipe sleeves into the plastic concrete and withdrawing the devices after the concrete has partially set. Form holes at least 3 inches in diameter to allow for horizontal adjustment.

Drill holes at least 1-inch larger than the diameter of the anchor bolts. Verify diameter and depth before setting the beams.

Use an approved non-shrink or epoxy grout and fill holes ⅔ full. Force bolts and dowels down using uniform, even pressure or light blows with a hammer until the grout rises to the top of each hole and the bolts and dowels are inserted to the correct depth. Remove all excess grout and clean the metal surfaces for painting. If below freezing temperatures are expected, a non-shrink or epoxy grout product formulated specifically for use at temperatures below freezing must be submitted for approval prior to grouting.

Protect holes against damage from ice by filling them with a non-evaporating antifreeze solution. Before grouting, remove the antifreeze and thoroughly flush the holes with clean water.

Install the anchor bolt nuts as shown in the contract. Tighten the upper nut against the lower nut so neither nut can be turned by hand.

Correct all inaccuracies in bolt and dowel locations using approved methods at Contractor expense.

552.03.14 Setting Shoes and Bearing Plates

Set shoes and bearing plates in accordance with Subsection 565.03.2.

552.03.15 Drainage Holes and Weep Holes

Construct drainage holes and weep holes as specified. Place ports and vents for equalizing hydrostatic pressure where required.

Forms for weep holes through concrete may be wood, clay pipe, PVC pipe, concrete drainpipe, wooden boxes, or metal. Remove wooden forms, if used, after the concrete is placed. Paint or galvanize exposed metal drain surfaces as specified.

552.03.16 Pipes, Conduits, and Ducts

Install and rigidly brace pipes, conduits, and ducts encased in concrete before the concrete is placed.

Furnish and install 3-inch length plastic, PVC pipe or approved equal in the bottom slab at the low point of each box girder cell to provide drainage for each cell. Extend the pipe ¼-inch below the bottom of the slab and flush with the slab's top surface.

552.03.17 Loading of Piers and Abutments

Do not place any superstructure load on finished bents, piers, or abutments until approved. Substructures must meet the minimum requirement of 80% of the specified design strength or 7 calendar days, unless otherwise approved.

552.03.18 Silane Sealer

Apply Silane sealer to new and replacement full depth bridge decks that will not receive a polymer overlay in the same year. Apply silane sealer after the deck has been cast for at least 28 days and after transverse deck grooving is completed.

Remove any grease, oil, or other contaminants on the deck surface by sandblasting the contaminated areas. Sandblast all area of the deck surface where vehicular traffic has been present.

Power wash the entire deck surface to remove concrete swarf, dirt, dust and other debris. Allow the deck to dry until it is visibly dry with no ponding or dark areas indicating moisture in the concrete surface.

Submit the method and materials used to contain, collect, and dispose of all debris generated by the application, cleaning, and surface preparation processes.

Apply sealer in accordance with manufacturer's recommendations until refusal. Refusal means that additional applications remain on the surface of the concrete and does not soak in. Provide the Project Manager with the manufacturer's recommendations for application and storage.

552.03.19 Bridge Deck Crack Sealing

Furnish bridge deck sealant in accordance with Subsection 717.02.

A. Submittals. Submit for review prior to beginning work:

1. A MSDS for each shipment of the crack sealant components.
2. If high molecular weight methacrylate (HMWM) is supplied, provide certification from an independent testing laboratory that the materials meet the contract requirements.
3. The dates of manufacture of the deck sealant materials, their lot numbers and date of shelf-life expiration for each lot number.
4. A table showing the likely cure time in minutes for the allowable ambient temperature range, in increments of 10 °F.
5. A work plan for each structure that includes estimated times for surface preparation and sealant application.
6. The method and materials used to contain, collect, and dispose of all debris generated by the application, cleaning and surface preparation processes.

B. Material Delivery and Storage. Store sufficient quantities of sealant materials at the site to perform the entire application. Store these materials in their original containers and according to the manufacturer's direction. These containers must bear the manufacturer's label. The label must show the manufacture date, the batch number, the trade name brand, and quantity. Store containers of promoters and initiators in a manner that prevents leakage or spillage.

C. Surface Preparation. Clean all concrete surfaces for bridge deck crack sealant according to the manufacturer's recommendations. Remove curing compound, laitance, grease, dirt, dust, salt, oil, asphalt, coating, and other foreign materials. Select the size of shot or sand, and

travel speed of the equipment to provide a uniformly clean surface with a uniform profile. Sand blast areas that are not cleaned with the shot blast equipment. Remove striping to the maximum extent determined to be practical by the Project Manager using up to 3 passes with shot blasting, sandblasting, or other approved equipment.

D. Application. Follow the manufacturer's recommendations. The deck surface must appear dry to a visual inspection at the time of bridge deck crack sealant operations. The application rates may vary depending on field conditions. Pretreat visible cracks if required. Fill the cracks and keep them full. Continue the pretreating process until refusal of the crack to accept the material.

Apply the epoxy/resin to the deck within 5 minutes of complete mixing. Redistribute excess material continuously, using squeegees or brooms, and stop before epoxy/resin gels.

For HMWM applications, provide a manufacturer's representative on site for the duration of the work, to provide expert assistance on storage, mixing, application, clean-up, and disposal of materials. The manufacturer's representative is required to assist the Contractor in determining the application rates.

Broadcast sand mechanically over the entire treated area of the bridge deck to obtain a visually uniform coverage of 2.5 lb./yd^2. Spot sand as necessary to ensure complete coverage. Apply the sand prior to deck sealant cure to ensure adequate bonding. Remove excess sand as required.

E. Limitations. Do not use material after the shelf-life date. Cover membrane and elastomeric material in deck joints, plug deck drain scuppers, seal cracks on underside of deck, and use other protective measures to protect waterways and bridge components. Replace or repair bridge components if materials or solvents harm their appearance or function, at no cost to the Department.

The following conditions govern work on each individual portion of a structure unless otherwise approved by the Project Manager in writing.

1. Do not apply deck sealant materials within 48 hours after a rain event or when more than 10% probability of rain is forecast within 4 hours following the application.
2. Conduct the work in a continuous operation with the bridge deck crack sealant application immediately following surface preparation.
3. Apply HMWM treatment only if the deck surface temperature and the air temperatures are between 50 and 90 °F and the weather forecast shows air temperatures will remain within that range for at least 12 hours after the end of the application. Apply Epoxy treatment at temperature requirements in accordance with manufacturer recommendations.

Do not permit traffic on the treated surface until the sand cover adheres sufficiently so that no tracking will occur.

F. New Bridge Slab Construction. Upon completion of the water cure and prior to transverse grooving and Silane treatment, treat all visible cracks with crack sealer. In areas where crack sealer has puddled, spread sand on the surface in an amount to ensure adequate skid resistance. Visible cracks are cracks that can be seen unaided from about 4 feet above the deck. The Project Manager will determine the locations where crack sealing is required.

552.03.20 Opening to Traffic

Open concrete deck bridges to traffic only with the Project Manager's approval.

Do not open concrete bridge decks to traffic when the air temperature during the cure period is 50 °F or higher, until one of the following is met:

1. Twenty-one days after placing concrete unless standard strength test results indicate more time is required: or

2. Test results on field-cured test cylinders indicate that at least 90% of the required minimum strength has been attained. Two cylinders constitute a test, with the test strength being the average of the strengths of the 2 individual cylinders.

The Project Manager will determine the opening date when the ambient temperature during the cure period has been lower than 50 °F.

552.03.21 Acceptance

Repair or replace all defective work at Contractor expense. Remove and replace the entire section at Contractor expense when the Project Manager determines the repair is not adequate.

Acceptance of the bridge deck concrete placement and water cure is based on meeting the following requirements:

- Proper use of fogging.
- Proper water cure; and
- Application of silane sealer.

The Project Manager will determine if these items meet this specification. The Project Manager may apply a 10% deduct on each separate pour, for each item that does not meet specifications.

No incentive will be awarded for pay factors calculated from Subsection 551.03.8, if any deductions are applied. The Department may require corrective action for any concrete not in accordance with the contract at Contractor expense.

552.04 METHOD OF MEASUREMENT

See Subsection 151.01.1 for Design-Build Contracts.

Concrete is measured in cubic yards from the plan dimensions. Plan quantities will not be re-measured except as specified in Subsection 552.05.

Fillets, scorings, and chamfers 2 inches or less in the greatest dimension are omitted from the quantity calculations.

No deductions are made for the concrete volume displaced by reinforcing steel, structural steel, prestressed beams, anchor bolts, drains, weep holes, joint fillers, conduits, or junction boxes.

Deductions are made for the concrete volume displaced by steel and concrete piles.

When ordered in writing by the Project Manager, concrete quantities placed outside neat lines are calculated and added for payment.

No measurement is made for forms, falsework, cofferdams, bracing, and the like.

Crack sealing is measured by the square yard of deck surface area treated. When required as part of new bridge construction, crack sealing will be measured in accordance with Subsection 109.04.

Fogging, water cure and Silane sealer are not measured for payment.

Transverse deck grooving is measured in square yards for the actual area grooved.

552.05 BASIS OF PAYMENT

See Subsection 151.01.1 for Design-Build Contracts.

Payment for the completed and accepted quantities is made in accordance with the following:

1. The calculated quantities involved in changes ordered in writing by the Project Manager are added or deducted from the contract quantities.
2. A re-calculation will be made, and the corrected quantity included for payment, in lieu of the contract quantity, when the contract quantity of any complete structure element is in error by 2% or more. A complete structure element is the smallest portion of a total structure for which a quantity is included in the Estimated Plan Quantities Table shown in the contract. The party to the contract requesting an adjustment in quantity must present to the other party the

description and location and recalculated quantities of the structure element that has the quantity error.

3. All Classes of concrete placed in bridges are subject to a payment reduction based on lot payment factors in accordance with Subsection 551.03.8(B)(1).

Partial payments for structure elements will be made based on the contract quantities as follows:

- 40% of superstructure concrete when deck forms are complete in place.
- 80% when all types of concrete are placed.
- 85% when curing is complete.
- 95% when all finishing is complete.
- 100% when the structure element area is cleaned up to the Project Manager's satisfaction.

Pay Item	**Pay Unit**
Bridge Deck Crack Seal	Square Yard
Concrete	Cubic Yard
Transverse Deck Grooving	Square Yard

SECTION 553
PRESTRESSED CONCRETE MEMBERS

553.01 DESCRIPTION

This work is the furnishing and placing of precast, prestressed concrete beams, slabs, piling, and other structural members.

553.02 MATERIALS

Furnish materials in accordance with the following section and subsection:

Concrete	551
Deck Sealer	717.02 & QPL
Elastomeric Bearing Devices	711.14
Fiber Reinforced Pads	711.16
Structural Steel	711.02

553.02.1 Reinforcing Steel

Furnish reinforcing steel in accordance with Section 555 and Subsection 711.01.1. Obtain the Project Manager's written approval for reinforcing steel substitutions.

State on the fabrication drawings showing reinforcing steel details the following or similar words: "All dimensions are out-to-out".

553.02.2 Prestress Steel

Furnish high tensile strength steel wire in accordance with Subsection 711.11.

Furnish the typical load-elongation curves for all shipments of prestress steel to the fabrication plant.

Ensure all prestress steel used in the work is free of rust, corrosion, dirt, oil, spatter from welding or flame cutting, kinks, bends, nicks, broken wires, or other defects.

Prestress steel is sampled in accordance with MT 111.

553.02.3 Enclosures

Use metallic enclosures, excluding aluminum, or forms using removable cores or ducts made of rubber or other approved material. Remove cores and ducts before installing the prestress steel.

Use enclosures that are mortar tight and maintain their shape when subjected to loading.

Use enclosures that are ¼-inch larger in internal diameter than the bar, cable, strand, or group of wires being enclosed.

Equip cores or ducts with pipes or other connections for grout injection when pressure grouting is specified.

553.02.4 Leveling Inserts

Furnish Leveling inserts for precast prestressed deck sections designed for a minimum working tension of 5,500 lbs. (24.4 kN) and have machine threaded ferrules. Use ¾-inch minimum diameter structural connection type leveling inserts.

553.03 CONSTRUCTION REQUIREMENTS

553.03.1 Fabrication

Fabricate all prestressed concrete members using a manufacturing plant currently certified by the Prestressed Concrete Institute in the category applicable to the member being fabricated. The Department will make an exemption for new manufacturing plants that are of the same ownership as an existing certified plant, provided the new manufacturing plant operates under the same quality assurance and control programs as the certified plants, modified to address any production differences, and all fabrication is performed under the direct supervision of a quality assurance and

control manager provided by an existing pre-qualified plant. Direct supervision means that the quality assurance and control manager is on site during all fabrication performed in the new fabrication plant and is responsible for the quality assurance and control activities.

Submit the plant's current certification in the applicable category along with the fabrication drawings for the elements to be fabricated. For new manufacturing plants, submit and receive approval of any proposed modifications to the parent plant's quality assurance and control program prior to beginning production. Allow 30 business days from the date submitted for Department review and approval. New manufacturing plants may operate under the parent plant's quality assurance and control programs for a maximum of 12 months from the date of opening.

Notify the Project Manager a minimum of 10 business days prior to beginning production to ensure the Department can schedule inspection.

The fabricator may prestress by pretension or post-tensioning the member, subject to the contract requirements.

Obtain written approval before changing the prestressing details.

553.03.2 Fabrication Drawings

Before casting members, submit fabrication drawings and designs calculations. Show complete details of the method, materials, and equipment proposed for use in prestressing.

Include in the fabrication drawings the following information:

1. An erection layout of the members placed in the structure or structures with each prestress member assigned a production number. Mark each completed member with an assigned number.
2. tentative fabrication schedule.
3. The proposed mix design, including admixtures.
4. The prestress steel manufacturer's name and the applicable specifications.
5. Details of the method and sequence of stressing including the numbered or lettered layout to be followed to stress the member. Show complete details of the proposed method for tensioning the draped strands. Include in the details gauge and elongation readings for initial, intermediate, and final tensioning, as well as the deflection sequence, where applicable.
6. Complete details, including anticipated camber, tensioning forces (initial and final), and required concrete strengths (transfer and 28-day).
7. A complete de-tensioning procedure for the castings.
8. Details of items to be incorporated into the beam, such as chairs, inserts, hold-downs, etc., listed by source, type, size or capacity, and supplier.
9. Show all items incidental to the beams, such as bearing plates, rocker assemblies, anchor bolts, etc., if supplied by the beam fabricator. Include the specification and grade of all steel items.
10. All information and data required for fabrication.
11. Show the tack welding procedures.
12. Detail the use of all external weights or hold-downs if used. If weights are not required, note it on the fabrication drawings.
13. Show the finish for all steel members incorporated in the beams. For galvanized items, identify the applicable specification. For painted items specify paint type, manufacturer and recommended dried film thickness for each coat applied in the shop. Also identify surface preparation for each item to be painted. For paint requirements, refer to Section 612.
14. Submit welder certifications and welding procedure specifications for all welding done to any member incorporated into the beam. For welding requirements see Subsections 556.03.1 and 556.03.10; and

15. For precast prestressed deck sections:

a. Show the location of the leveling inserts; and

b. Drawings of the proposed leveling system.

Show all changes from the prestressed details in the contract.

Submit shop of welding procedures and design calculations. Ensure the submittal includes all information required to check the structural accuracy and fabrication procedures for the structure.

Structural shop drawings must be designed and stamped by a professional engineer registered and licensed to conduct engineering in the State of Montana.

Do not begin fabrication until the Department approved drawings are received by both the plant and the Department Inspector. Coordinate the fabrication schedule with the Department Inspector.

553.03.3 Design of Concrete Mixtures

The prestressed girder concrete must have a minimum ultimate compressive strength of 4,000 psi at transfer of prestress and 5,000 psi at 28 days. The actual required strengths are specified in the contract.

Furnish a concrete mix design that produces concrete meeting the specified compressive strengths before use. Approved changes to the mix design may be permitted during fabrication.

Furnish concrete in accordance with Section 551 for Class Pre concrete.

553.03.4 Forms

Use steel side and bottom forms. End bulkhead forms may be steel or plywood.

Form joints and strand exits through bulkhead forms that are mortar tight.

Check the grade and alignment of side forms before casting. Check the beam bed alignment for displacement while placing the concrete.

Construct beam bed forms to limit movement to not exceed ¼-inch from a straight line in any 50-foot length of the bed.

Use clean forms that are free from warp, bulge, and other defects.

Do not exceed a maximum offset of $\frac{1}{16}$-inch where form sections are joined.

Treat the form facing with a bond breaker before each casting. Form treating materials that stain or react with concrete are not permitted. Apply form oil or other bond breaker materials without contaminating the prestress strand and reinforcing steel. Clean soiled strand or reinforcing with a non-contaminating solvent.

Chamfer all exposed concrete edges, excluding the beam top, with an enclosed angle of less than 120°. Use chamfer strips having no irregularities and maintain smooth joints with the chamfer tightly fitted against abutting forms.

Fit forms with a grade strip or other positive control to establish the nominal depth of the beam.

Use forms that can be removed from the member without damaging the concrete.

Identify production form dimensions that vary from the contract beam dimensions on the fabrication drawings.

553.03.5 Placing Reinforcing Steel

Place and secure all reinforcing steel as shown in the contract before placing concrete.

Fasten all bars at all intersections with adjacent bars.

Do not tack weld reinforcing steel if the reinforcing bar is a stress-carrying member. Welding non-stress reinforcing bars may be permitted with the Engineer’s approval. Reinforcing steel welds not shown on the approved tacking detail or fabrication drawings are prohibited.

For convenience, additional reinforcing steel may be tied in for securing inserts, void ducts, etc., or may be secured by tack welding.

Protect the tensioning strand from weld spatter using wet burlap or other protective covering. Replace all strands with weld spatter at Contractor expense.

Provide the distance between the reinforcing and side forms using approved stays, ties, or chairs. Do not use precast mortar blocks, pebbles, pieces of broken stone or brick, metal pipe, or wooden blocks.

Provide clearance between the beam stirrups and the beam bed using metal chair supports with stainless steel or other approved, corrosion-resistant legs.

Use reinforcing steel in the ends of prestressed beams to provide clearance for the paving notch block out, void ducts, embed plates and anchorages, and inserts without interfering with the reinforcement spacing.

Reinforcement in the prestressed member will be inspected in place and approved by the Inspector before the concrete is placed. Concrete placed before inspection may be rejected.

553.03.6 Prestressing Equipment

Use approved jacking equipment for prestressing.

Equip hydraulic jacks with pressure gauges. Have a certified testing laboratory calibrate each jack and gauge combination as a unit with the cylinder extension in the approximate position that it will be in at the final jacking force. Have a certified calibration chart for each jack.

Other types of jacks may be used with proving rings or other approved devices calibrated by a qualified testing laboratory.

Calibrate jacking equipment once each year and after each repair. Re-calibration may be required if any jack or gauge gives erratic results or if the difference between the gauge reading and elongations exceed allowable limits.

Equip tensioning systems with hydraulic gauges that prevent the gauge pointer from fluctuating until the jacking load is released from the tendon. The gauge must read loads directly in pounds or have a chart to convert the dial reading into pounds. Ensure the gauge readings are accurate to within ± 2%.

Locate the gauges to provide the operator and Inspector a clear view of elongation measurements and gauge readings. Use gauge dials graduated in increments not exceeding 100 pounds pressure. The gauge range or load cells must not use the lower 10% of the manufacturer’s rated capacity in determining the jacking stress, unless calibration data establishes accuracy within the 2% requirement at the lower range.

Ensure the end anchorages and prestressed member stressing blocks can maintain the required tension in all prestressed tendons until the concrete has been placed and reached transfer strength. Equip the end anchorages and stressing blocks to detect deflection while prestressing. The Inspector will check for deflection.

Provide the equipment to determine concrete compressive strengths at the location the prestressed members are manufactured. The test equipment may be mechanical or hydraulic, capable of applying and measuring the required load. Error for loads within the loading range of the test equipment may not exceed an error of ± 1.5%. Have a certified calibration diagram covering the entire use range with the equipment at all times. The indicated load of the testing equipment does not have to be corrected by calculation or by the calibration diagram to obtain values when the values are within the required variation of + 1.5%.

Certify the concrete strength testing equipment every 2 years; after each repair or adjustment of the equipment; when a non-portable machine has been moved; and whenever accuracy is in question.

553.03.7 Pre-tensioning

Hold the prestressing elements in position using jacks when stressing. Keep a record of the jacking force and the elongations.

Multiple units may be cast in a continuous line and stressed at one time. Leave a space between the ends of the units to permit cutting of the strands.

Furnish strand in coils, reel-less packs, or on reels. Stringing may be performed by pulling single or multiple strands. Pull to gradually relieve strand rotation on coil or reel-less packs.

Strand with gripped points are not permitted within the lengths to be stressed.

Bring all prestress tendons to the uniform initial tension on the approved fabrication drawings. Initial tension is the minimum force required to equalize stresses and eliminate slack in the strand. Submit alternate initial loading proposals for approval.

The initial load may be applied by the jack used for single strand tensioning or by any other approved method that provides a definite, uniform load. Regardless of the method used, measure the initial load within ± 100 pounds. Compute elongation measurements for initial tensioning but do not use as a measurement of the initial force.

Once initial tensioning is complete, reference mark the strand as directed. The mark must provide an accurate measurement of elongation by final tensioning.

Measure the induced stress by gauge and check it by elongation, load cell, or both. The results must agree within 5%. Do not permit jacking stress to exceed 75% of the specified minimum ultimate tensile strength of the prestressing steel. Measure the strand elongation to within 1% of the theoretical elongation or ⅛-inch, whichever is smaller. If a discrepancy between measured elongations and gauge readings exceeds 5%, check and correct the entire operation before proceeding with the work.

All uplift devices, hold-down devices, and strand openings in end bulkheads must have rounded, smooth surfaces at all contact points with the strand.

Take gauge readings, elongation measurements, and make calculations for elongation and include allowances for operational losses for the tensioning system used. These allowances must include losses for strand slippage, anchor movement, friction, strand rotation, and other forces acting on the strand.

If the temperature difference between the strand at the time of tensioning and the concrete at the time of pouring exceeds 30 °F, correct the computed elongation measurements for the temperature differences.

Provide the elongation calculations to fabrication and inspection personnel at the beginning of production to ensure all allowances for the method of tensioning have been considered.

553.03.8 Final Tensioning

A. Single Strand Tensioning. After the initial load is applied and the reference marks are established, individually pull the strands to the final load. Tension each strand to the load required by the gauge reading.

The elongation measurement must be within ± 5% of the load indicated by the gauge reading. If the load indicated by gauge reading doesn't agree with the measured elongation within the required tolerance, discontinue tensioning and inspect the bed for restrictions that could affect the accuracy of the applied load.

If the measurements agree, three more strands may be tensioned. If elongation measurement and gauge readings are within the required tolerance, the remaining strands may be tensioned.

As some variation in the modulus of elasticity and the cross-sectional area of a strand does exist, the strand tensioning may be accepted, if the difference between the load determined by elongation and that indicated by the gauge does not exceed 5%. A maximum 10% of the total number of straight strands for any one line of casting will be accepted on this basis.

If the difference between the elongation load and gauge readings exceeds the limits, discontinue tensioning, and correct the problem.

B. Multiple Strand Tensioning. Mark each strand, once pre-loaded and seated in the anchorage, at both end anchorages to determine elongation and slippage. The Inspector will establish references to verify parallel movement.

Measure the stressing force by the gauge system and check it by the elongation measurement.

Use 2 load cells to verify the applied design load and check the uniformity of pull. Place one load cell on each side of the line of pull, preferably on the outermost strands of an upper row of straight strands.

If the hydraulic gauge and the load cells agree with the elongation measurements within ± 5%, the strands are acceptably tensioned. If the gauge reading is within 5% but either or both of the load cells exceed that limit, re-tension the strands including pre-loading. Locate and place the load cells on the strands nearest to those previously gauged.

If, upon re-tensioning, the load cells are within the 5% tolerance, no excess strand slippage has occurred, and the movable anchorage has traveled the required distance, the tensioning may be accepted.

If the difference between the gauge readings, load cell readings, and elongation measurements exceed the tolerance limit, stop tensioning, and correct the problem.

Lubricate the jacking ram or rams, guide rods, and movable anchorage rails to minimize friction and run the ram through its length of travel at least four times before tensioning the strand.

C. Tensioning Draped Strands. Draped, pre-tensioned strands may be tensioned by partial jacking at the stressing block and subsequent depressing or uplifting to the deflected position or by tensioning to the initial and final loads with the tendons held in the final design position using pins, rollers, or other devices. Use low-friction devices at all points of slope change of the draped strand.

When draped strands are partially tensioned in the straight condition and then depressed to the final design position, determination of the final load is made as follows:

1. Before starting the tensioning operation, place a load cell at the dead end anchorage on one of the strands to be deflected in each line of beams.
2. The Inspector will select the strand to which the load cell will be placed.
3. Once tensioning is complete, the load cell reading must be within ± 6% of the final design load.

Should the load cell reading exceed the allowable tolerance, use additional deflecting jacks to distribute friction and restraint at the deflection points or, if necessary, revise the entire method for applying the final design load within tolerances.

If the tensioning of draped strands indicates readings within the tolerances, the Inspector may require load cells for occasional checks.

If tensioning of the draped strands is performed by partial tensioning and uplift or, by tensioning in the draped position, submit the method for approval before use.

Strand splicing using approved devices is permitted. One splice is allowed on any one strand between anchorages. Splices must not fall within a beam. For single strand tensioning, the number of strands spliced is not restricted. When multiple strand tensioning is used, the number of strands spliced may not exceed 10% of the total number of strands in the casting line, or all the strands must be spliced.

Use only one manufacturer’s strand in any one tensioning operation.

Use the same direction of twist of strand wires in all spliced strands.

One wire failure in 7 wire strands may remain in the casting, subject to the following:

For beams with:

Strands	Failures
Less than 20 strands	No wire breaks permitted
20 to 39 strands	1 wire break permitted
40 to 59 strands	2 wire breaks permitted
60 or more strands	3 wire breaks permitted

Should wire breaks exceed these limits, or more than one wire break in any individual strand, remove and replace that strand or strands.

Locate all wire breaks allowed to remain in the casting, and securely wrap the broken ends with tie wire to prevent unraveling.

The Fabricator may be ordered to check the prestressing steel in a tensioned member for loss of prestress before placing concrete. The Project Manager will approve the checking method for loss of prestress. Re-tension all strands showing a loss of prestress exceeding 3% of the original computed jacking stress.

Except as permitted in Subsection 553.03.5, do not weld, flame-cut, or ground welding equipment to the bed or forms after the prestress strand has been tensioned.

553.03.9 Placing Concrete

A. General. Batch and mix concrete in accordance with Subsection 551.03.3, except as provided below:

1. Provide master batch sheets for review before production.

2. A timing device that locks the discharge gates of a stationary mixer is not required, however, the mixer must not be emptied until the materials have been mixed the specified time.

3. Ready-mix delivery slips are not required unless specifically requested.

The batching operation and equipment may be inspected at any time. The work will be stopped for failure to use approved procedures or equipment.

B. Method and Manner. Place concrete in accordance with Subsection 552.03.4 and the following.

Obtain the Project Manager's approval before placing concrete in large members. Concrete may be placed in the member in a single lift if satisfactory results are obtained, or in multiple horizontal lifts provided cold joints are not formed. Remove and replace concrete containing cold joints. When concrete is placed in layers, place the first lift to fill the form slightly above the juncture of the bottom flange and the beam web.

Compact the concrete immediately after pouring with high-frequency mechanical vibrators operating at a minimum 4,500 impulses per minute. Apply vibration internally, externally, or a combination of both methods to flush the mortar to the surface of the forms. Vibrate succeeding concrete layers to extend into the previously placed layer. Use vibrators to thoroughly consolidate the concrete to a plastic mass without causing segregation. Do not permit vibrator heads to contact reinforcing steel, prestressing steel, or other embedded items to aid consolidation. Slowly insert and remove internal vibrators from the concrete.

Have one additional vibrator available at the site at all times during concrete pours.

C. Concreting in Adverse Weather Conditions. Perform concrete work in accordance with Subsection 551.03.6 when the ambient air temperature falls below 40 °F, except that the

placement temperature for steam-cured Class Pre concrete must be between 50 and 90 °F at placement.

When the ambient temperature before concrete is placed is 35 °F or less, pre-heat forms to a minimum 50 °F removing all frost, snow, and ice from the forms and components to be embedded in the concrete.

Do not permit the concrete temperature to exceed 90 °F.

Cover open buckets of concrete with wet burlap mats or other approved coverings, when necessary, to prevent slump loss or premature drying.

553.03.10 Curing

Water-cure or steam-cure prestressed concrete members in accordance with Subsection 551.03.7.

553.03.11 Transfer of Prestress

Prestressed strands may be released when the concrete has:

1. Reached the minimum compressive strength for transfer of prestress.
2. The cure cycle is complete; and
3. Restrictive forms are removed.

If delays are anticipated, maintain the temperature in the curing enclosure at a minimum 50 °F until transfer of prestress.

Use positive, external hold-downs or weights to offset the uplifting forces in the member when the hold-down strands are released, when required.

Use a method of harped and straight strands release to hold the lateral eccentricity of prestress to a minimum. Detail the bed release and the strand-cutting pattern on the fabrication drawings. Changes to the release procedures shown on the approved drawings are not permitted except by written request and the Engineer's written approval.

Cast cylinders to determine prestressed transfer strengths using MT 101 and MT 111 as modified below:

1. Cast and cure the release cylinders under the exact conditions the prestressed members were cured.
2. The concrete sample for each cylinder will be selected at random from different batches.

Once the cure cycle is complete, test the release cylinders in accordance with AASHTO T 22. Test 3 cylinders to determine the prestressed transfer strengths for each round of beam castings. The average strengths of the 3 cylinders must equal or exceed:

$$F'r + 0.35S$$

Where:

S - the standard deviation of the strengths for the 3 cylinders

F'r - the required concrete transfer strength as specified in the contract

Test all 3 cylinders within 30 minutes.

Furnish the number of release cylinders required to perform these tests.

The Contractor may cast additional back-up test cylinders.

Should the release strengths not be reached, and all back-up cylinders are broken, put the casting through at least one additional complete cure cycle. The Engineer may direct other tests to determine release strengths.

Test compression specimens using AASHTO T 22. While testing, apply the last ½ of the load at a rate between 1,200 to 3,000 psi per minute.

The Inspector will witness the Fabricator's casting and testing of release cylinders.

553.03.12 Post-tensioning

Begin tensioning of the prestress reinforcing steel when the concrete cylinders representing the member to be prestressed reach the compressive strength shown on the approved fabrication drawings.

Stress the prestress reinforcing steel, using jacks, to the specified tension with the stress transferred to the end anchorage.

Measure the tension and elongation at all times.

Make a record of gauge pressures and elongation while post tensioning and submit it for review.

553.03.13 Bonding Steel

Bond post-tensioned steel to the concrete unless otherwise specified.

Clean all dirt, loose rust, grease, or other deleterious material from all pre-stress reinforcing steel.

Flush all conduits with water and blow them out with compressed air after post-tensioning.

Remove rubber sheaths used as enclosures, then flush and blow out the voids as described above.

Once cleaned, pressure-grout the conduit or void using a pressure not exceeding 100 psi. Continue grouting until a steady flow of grout exits from the pipe outlet. Close the outlet, then the inlet with the grout under pressure. Maintain the final grout pressure at between 50 to 100 psi.

553.03.14 Concrete Surface Finish

Perform the concrete finish work immediately after de-tensioning. Give the exterior surfaces of exterior members and the entire bottom flange of all girders to the juncture with the beam web an ordinary finish as specified in Subsection 552.03.11(D).

All other beam surfaces may be left with the surface created by the forms, if the surfaces are true, even, and free of stone pockets, depressions, or surface projections. Point with mortar and strike off even with the surrounding surface, all air holes in the concrete measuring ½-inch or more in any direction. Repair rough, uneven, and non-uniform concrete surfaces using power grinders, carborundum stones, brushhammers, or other approved equipment and then apply an ordinary finish.

Match the appearance of the surface adjacent to the repair. Apply an ordinary finish to the entire adjoining surface of the member if a match is not possible.

Repair rock pockets identified for repair. Chip rock pockets back to sound concrete, clean, and permit inspection before patching. Rock pockets affecting the member’s strength will be further evaluated before repair.

Notify the Inspector of all members having the prestress strand exposed for 8 inches or more on any one strand or any exposure of multiple strands before repair.

Provide an ordinary finish on beam ends not embedded in concrete. The Contractor may use approved epoxy or quick-setting grout products, provided the colors blend with the surrounding surface. Before finishing the beam ends, cut the strands back a minimum of ½-inch and fill the depressions with an approved epoxy.

When beam ends are to be embedded in concrete, the ends may be left rough, and strands cut back to extend a maximum 1-inch beyond the surface of the concrete. Cut the strands in the area of the paving notch flush with the concrete surface.

Screed and rough float the top surface of prestressed girders to the required depth of the member, bringing grout to the surface, and covering all aggregate.

Clean all projecting reinforcing stirrups of mortar and other foreign materials before starting the cure cycle.

553.03.15 Workmanship and Tolerances

All tolerances are applied to the theoretical positions and dimensions shown in the contract and approved fabrication drawings.

The tolerances from the plan and theoretical dimensions listed in Table 553-1 are the maximum acceptable cumulative deviations. The Project Manager will verify that the girders are within the allowable tolerances when the girder's alignment is not influenced by temporary temperature differences between the girder's surfaces. Tolerances in other manufacturing sequences cannot accumulate to supersede any individual tolerance. Members having dimensions outside the tolerance limits may be rejected.

TABLE 553-1
TOLERANCES FOR PRESTRESSED CONCRETE MEMBERS

Element	Tolerance
Length of beam, end-to-end, measured at centerline of beam, top or bottom flange	± ¾-inch
Centerline-to-centerline of end bearing plates	⅛-inch per 10 feet, but no greater than ½-inch
Depth of flanges, fillets, and web	± ¼-inch
Depth overall	+ ½ to -¼-inch
Width of flanges, fillets, and web	+ ⅜ to -¼-inch
Beam ends - deviation from square or specified skew	horizontal ± ¼-inch,
vertical ⅛-inch per foot of beam height or ½-inch, whichever is less	
Side insert, center-to-center and center to beam end	± ½-inch
Horizontal alignment (deviation from a straight line parallel to centerline of the member)	⅛-inch per 10 feet of beam length but not greater than 1-inch
Camber differential between adjacent beams measured at release of prestress (to be applied only to identical members cast in same line)	⅛-inch per 10 feet of span to a maximum of 1-inch
Stirrup bars (specified projection above beam top)	± ½-inch
Tendon position	± ¼-inch in center of gravity of strand group and individual tendons
Position of deflection points for deflected strands	± 6-inch
Position of handling devices along centerline of beam	± 6-inch
Centerline of bearing plates to end of beam	± ¼-inch
Bearing plates (deviation from a plane perpendicular to the vertical axis of the beam)	± 1/16-inch
Stirrup bars (longitudinal spacing)	± 1-inch
Position of post-tensioning ducts	± ¼-inch

553.03.16 Storage and Transportation

Exercise care during transporting, storing, hoisting, and handling of the precast units to prevent cracking or damage.

Transport precast girders and slabs in an upright position, with the points of support and directions of the reactions with respect to the members being approximately the same during transport and storage as when the members are in the final planned position.

Lift the beams using the lifting eyes. During lifts, use spreaders between slings to eliminate the horizontal component of the lifting force from being applied to the beam. A spreader is not required when the angle between the sling and the top of the beam exceeds 45°.

Do not move prestressed members from the casting yard until the concrete has reached the 28 day strength and the Project Manager has been notified of the intent to transport the beams.

Replace units damaged by improper storing, handling, or transporting at Contractor expense.

553.03.17 Placing

Place precast, prestressed structural members as specified. Place piling in accordance with Section 559.

553.03.18 Bearing and Anchorage

Place masonry bearing plates in accordance with Subsection 565.03.2.

Place anchor bolts in accordance with Subsection 552.03.13.

553.03.19 Precast Prestressed Deck Sections

A. Fabrication Control. Schedule fabrication so that camber differences between adjacent deck sections are minimized. Measure camber on each deck section immediately after transfer of prestress forces. At transfer of prestress, the difference in camber between adjacent deck sections of the same design must not exceed ¼-inch per 10 feet of span length or a maximum difference of ¾-inch, whichever is less.

B. General. Locate the leveling inserts so that the specified camber corrections are achieved. Center the leveling inserts over the beam's web, install a minimum of ⅛-inch below the finished deck surface and cast into the member. Fill all insert holes with a non-shrink epoxy grout in accordance with Subsection 713.04.

C. Leveling. Adjust by use of a leveling beam and jack assembly. Attach the leveling beam to the inserts and jack the deck sections to within ⅜-inch at the center of the span prior to placement of the weld tie connections and diaphragms. More than one leveling beam and jack assembly may be necessary to adjust adjacent sections.

If the prescribed tolerance between deck sections cannot be attained by the approved leveling system, shim the bearings of the deck sections so that the required tolerance is met throughout the span.

D. Acceptance. Remove any grease, oil, or other contaminants on the deck surface by sandblasting. After sandblasting, power-wash the entire deck surface to remove concrete swarf, dirt, dust, and other debris. Allow the deck to dry until it is visibly dry with no ponding or dark areas indicating moisture in the concrete surface. Apply deck sealer by spray until refusal to the cleaned, dry deck. Refusal means that additional spray applications remain on the surface of the concrete and do not soak in. Ensure that a minimum of 28 calendar days have passed from the time the deck is cast to the application of the deck seal. Prevent chloride contamination of the deck during all stages of construction.

553.04 METHOD OF MEASUREMENT

See Subsection 151.01.1 for Design-Build Contracts.

Precast, prestressed concrete members, excluding piling, are measured by the foot for each specified type and/or size, installed and accepted.

Prestress beams are measured by the foot from centerline bearing to centerline bearing along the beam centerline.

Precast prestressed deck sections are measured by foot for each type installed and accepted.

553.05 BASIS OF PAYMENT

See Subsection 151.01.1 for Design-Build Contracts.

Payment for the completed and accepted quantities is made under the following:

Pay Item	Pay Unit
Precast Member	Foot
Prestress Member	Foot
Prestressed Beam – (Type)	Foot

SECTION 554
PRECAST CONCRETE PRODUCTS

554.01 DESCRIPTION

This work is the furnishing, handling, transporting, and storage of reinforced precast concrete bridge members, precast curbs, cattle guard bases, box culverts, pipe, and other precast concrete products produced by means of wet-cast, dry-cast, or machine-made (e.g., packer-head) operations.

554.02 MATERIALS

Furnish materials in accordance with the following section and subsection:

Reinforcing Steel.....555 & 711.01
Structural Steel 711.02

554.02.1 Concrete

Furnish hydraulic cement concrete in accordance with Section 551. Furnish Class General concrete unless otherwise specified. SCC meeting the class general requirements may be used for Precast products provided they meet the additional requirements of Subsection 551.03.2(A)(8)(c).

For precast items installed below grade, furnish low alkali hydraulic cements meeting M85/C150 Type V Portland Cement or M240/C595 Blended Cement with the (HS) designation for sulfate resistance meeting the requirements of Section 551.03.2 (A)(7) from sources listed on the QPL.

554.03 CONSTRUCTION REQUIREMENTS

Construct any products that are not cast-in-place, and not produced at a PCI, ACPA or NPCA certified precast plant, in accordance with Subsection 605.03. These products will be evaluated on a lot-by-lot basis in accordance with Subsection 551.03.8(C) for the class of concrete specified.

Notify the Project Manager a minimum of 10 business days prior to beginning production to ensure the Department can schedule inspection.

554.03.1 Fabrication Drawings

Prior to casting members, submit fabrication drawings and design calculations.

Include on/with the fabrication drawings the following information:

1. An erection layout with each member assigned a production number.
2. A tentative fabrication schedule; and
3. All other information necessary to fabricate and install the product.

Ensure the submittal includes all information required to check the structural accuracy and fabrication procedures for the structure.

Structural shop drawings must be designed and stamped by a professional engineer registered and licensed to conduct engineering in the State of Montana.

Do not begin fabrication until the Department approved drawings are received by both the plant and the Department Inspector. Coordinate the fabrication schedule with the Department Inspector.

554.03.2 Design of Concrete Mixtures

Submit a proposed mix design meeting all the requirements of MT 100 for approval annually, between November 15th and April 15th of each year. Any changes to the approved mix design will require resubmittal and approval prior to production.

Project specific mix designs not submitted for annual approval will need to be submitted and approved before production begins.

For self-consolidating concrete, the 28-day strength may vary with the class of concrete specified in Table 551-2 or contract provisions.

The Contractor may request to change aggregate size and gradation to use aggregates in an established plant. Submit the request in writing and include sizes and gradation limits for each size aggregate. Furnish evidence of satisfactory performance of concrete produced from the aggregates. Do not make changes in the aggregates without approval.

554.03.3 Sampling, Handling, Batching, and Mixing

Sample, handle, batch, and mix materials for concrete in accordance with Subsection 551.03.3.

554.03.4 Forms and Forming

Meet the form requirements in Subsection 552.03.3.

554.03.5 Transporting and Placing Concrete

Transport and place concrete in accordance with Subsections 551.03.5 and 552.03.4.

554.03.6 Curing and Testing Concrete

Cure precast concrete products by water curing, impervious membrane curing, elevated temperature curing, or a combination of these methods.

Perform water curing and impervious membrane curing in accordance with Subsection 551.03.7(A).

Perform elevated-temperature steam process curing in accordance with Subsection 551.03.7(C).

Submit procedures for curing by the elevated-temperature electric coil process or a combination of methods in writing for approval before use.

Perform at least 1 test per 50 yd^3 or per each day's production if less than 50 yd^3 to verify fresh properties and compressive strength required to discontinue curing.

A test is the average strengths of 3 cylinders, each cast from different batches of concrete used in the day's production. Take the 3 samples from as many different batches as possible if more than 2 batches are used.

Sample and cast cylinders in accordance with MT 101.

Cure until the compressive strength of the standard 6 x 12-inch or 4 x 8-inch cylinders, cured under the same conditions as the concrete represented, reaches the required strength for the class of concrete or the specified strength.

Field-cure cylinders a maximum 28 days and test for compressive strength within 24 hours after removal from the field curing conditions. Perform strength testing in accordance with AASHTO T 22. Furnish test results by an ACI certified strength testing technician or equivalent that has been verified by the Department or arrange for the tests to be witnessed by the Department. The Department will verify technicians during monthly and annual plant inspections.

Test results are acceptable if the average of the 3 cylinder strengths exceed the strength for the concrete class, or the specified strength and no individual cylinder tested has a strength less than 90% of the specified strength.

Continue un-interrupted curing until test results are obtained. Should all cylinders be tested without reaching the specified strength, the concrete represented by the cylinders may be rejected.

554.03.7 Weather and Temperature Limitations

Submit a written plan for hot or cold weather concreting in accordance with Subsection 551.03.6 when temperature extremes are anticipated.

Furnish concrete at between 50 to 85 °F for placing when the air temperature is less than 35 °F. Heat the concrete in accordance with Subsection 551.03.6(B).

Clear form work of snow, ice, and frost before placing concrete.

Protect the concrete from freezing for at least 48 hours after its placed or until it reaches the strength required to discontinue curing.

After 48 hours, provide freeze protection to develop the required strength.

Construct and protect bridge components in accordance with Subsection 551.03.6(B).

Assume all risk of concrete work during cold weather.

554.03.8 Form Removal

Remove lateral support forms only when it does not damage the concrete. Do not interrupt curing and protection in excess of 30 minutes for form removal.

554.03.9 Finish on Exposed Surfaces

Produce concrete surfaces free from rock pockets, depressions, or projections.

Scattered holes from surface trapped air are not considered defects. Point holes larger than ½-inch in any direction with mortar and strike off even with the surface. Apply an ordinary finish to surfaces not smooth and uniform in texture and appearance in accordance with Subsection 552.03.11.

554.03.10 Handling, Transporting, and Storage

Do not remove, handle, or transport items designed to carry loads from the casting bed before they reach the required strength.

Other items may be moved from the casting bed to other curing locations when they have reached the strength to prevent damage.

Replace all cracked or broken items at Contractor expense.

Handle, transport, and store precast concrete items without damage. Replace or repair all damaged items at Contractor expense.

554.04 METHOD OF MEASUREMENT

See Subsection 151.01.1 for Design-Build Contracts.

554.04.1 Precast Concrete Curb

Precast concrete curb is measured in accordance with Subsection 609.04.

554.04.2 Precast Concrete Barrier Rail

Precast concrete barrier rail is measured in accordance with Subsection 605.04.

554.04.3 Plain Reinforced Precast Concrete Bridge Members

Plain reinforced precast concrete bridge members are measured in accordance with Subsection 553.04.

554.04.4 Precast Concrete Cattle Guard Bases

Precast concrete cattle guard bases are not measured or paid for separately but are included in the payment for cattle guards in accordance with Subsection 611.05.

554.04.5 Precast Concrete Guardrail Posts

Precast concrete guardrail posts are not measured or paid for separately but are included in the payment for metal guardrail in accordance with Subsection 606.05.

554.04.6 Other Precast Concrete Products

Other specified precast concrete products are measured and paid for as specified in the contract.

554.05 BASIS OF PAYMENT

See Subsection 151.01.1 for Design-Build Contracts.

Payment for the completed and accepted quantities is made under the following:

Pay Item	Pay Unit
Precast Concrete Curb	See Subsection 609.05
Precast Concrete Bridge Members	See Subsection 553.05
Precast Concrete Median Barrier Rail	See Subsection 605.05

SECTION 555
REINFORCING STEEL

555.01 DESCRIPTION

This work is furnishing, protecting, and placing reinforcing steel and wire fabric.

555.02 MATERIALS

Furnish materials in accordance with the following subsection requirements:

Epoxy-coated Reinforcing Bars.....711.01.2
Reinforcing Steel.....711.01.1
Wire and Wire mesh 711.01.3

Use reinforcement listed on the QPL and in accordance with Section 711.

555.03 CONSTRUCTION REQUIREMENTS

555.03.1 Protection of Material

Protect new and existing reinforcing steel from damage. The Project Manager will reject damaged material or allow a repair in accordance with ASTM A775 at Contractor expense.

Handle epoxy-coated steel reinforcing with padded or nonmetallic slings and padded straps to prevent damage to the epoxy coating.

Store reinforcing and supports on wooden blocks. Cover all reinforcing steel from weather exposure using an opaque moisture resistant covering that permits air circulation. Do not permit epoxy coated reinforcing steel to be exposed to sunlight in excess of 60 calendar days.

555.03.2 Fabrication

Bend reinforcing bar as specified in the contract.

Bend all bars cold. Do not field bend bars partially imbedded in concrete unless otherwise specified.

Meet Table 555-1 bend radii for standard hooks and all other bars other than stirrups and ties. Provide a minimum inside radii of 2 bar diameters for stirrups and ties.

TABLE 555-1
MINIMUM BENDING RADII

Bar Size	Minimum Inside Radii
3 thru 8 (#10 thru #25)	3 bar diameters
9 thru 11 (#30 thru #35)	4 bar diameters
14 or 18 (#45 or #55)	5 bar diameters

Obtain approval for special fabrication or bends exceeding 90° for No's. 14S and 18S reinforcing steel.

Ship reinforcing bar in bundles tagged and marked in accordance with the Concrete Reinforcement Steel Institute Code of Standard Practice.

Submit fabrication drawings when specified or requested.

555.03.3 Placing and Fastening

Place the reinforcing steel as shown in the contract and hold in place during concrete work. Submit a written request for approval to weld reinforcing steel to hold in place or fasten. Include in the request ANSI/AWS procedures to be used.

Ensure steel reinforcing is free of loose rust and scale, dirt, paint, oil, or other foreign material.

Verify the anchor bolt clearances before placing reinforcing steel.

Tie bars at all intersections unless bar spacing is less than 1-foot in each direction, which requires alternate intersections be tied.

Provide the minimum cover for reinforcing bars shown in Table 555-2.

TABLE 555-2
REBAR COVER

Bar Location	Cover
Top of Slab	2½ inches
Bottom of Slab	1-inch
Stirrups and Ties	1½ inches
Footing and Pier Shafts	3 inches

Separate forms using stays, ties, hangers, metal chairs, blocks, or other approved supports.

Precast mortar blocks may be used at locations approved by the Project Manager, excluding supports for bridge deck slab reinforcing steel. Use blocks precast from concrete used on the project and water cured for 7 days before use. Use blocks of the size specified having an embedded wire for fastening to the reinforcing bar. Separate bar layers using precast mortar blocks, upper continuous metal chairs, or other approved devices.

Separate the upper and lower mats of reinforcing steel for deck slabs, depending upon the vertical distance between the mats, using "Upper Continuous High Chair" or "Slab Bolsters with Runners". Place Continuous bar supports at right angles to structure centerline for "Flat Slab" structures and parallel to structure centerline for all other deck slabs. Do not use pebbles, pieces of broken stone, concrete rubble, broken brick or building blocks, metal pipe, or wooden blocks.

Use metal chairs and supports contacting epoxy-coated bars that are epoxy coated or coated with another inert approved coating.

Use plastic-coated tie wires or tie wires coated with another inert coating approved by the Project Manager to tie the coated bars in place.

Space deck slab reinforcing supports a maximum 4 feet. Space supports closer, if necessary, to prevent deflection during placement of concrete.

Obtain approval of reinforcing placement before placing concrete. Remove concrete placed before inspection.

Flatten rolled reinforcing fabric into sheets before placing.

555.03.4 Splicing

Furnish all reinforcing steel in the specified lengths. Splice as shown in the contract or as directed.

555.03.5 Reinforcing Steel - Material Guaranty and Random Sampling

Furnish the following for each shipment of reinforcing steel delivered to the project:

1. Shipping invoice showing the weight and price per pound of all the steel in the shipment.
2. A statement from the final fabricator identifying the size, grade, and type of steel supplied and certifying the steel furnished meets the contract requirements for quality and Domestic Materials.
3. For epoxy-coated reinforcing bars, the coating applicator must furnish with each shipment a certificate of compliance confirming that the coated reinforcing bars were cleaned, coated, and tested in accordance with ASTM A775 and Subsection 106.09.
4. The name and location of the original source (Mill) of the steel and epoxy coater, if applicable, in accordance with Subsection 711.01.

A shipment is the quantity of reinforcing steel in each truckload delivered to the project. When delivery is by railroad car, each 20 tons, or fraction thereof, is a shipment.

The Department reserves the right to sample and test rebar. Furnish samples as requested for testing.

If samples are requested, do not place concrete until the steel test results are known. If a reinforcing steel sample fails, 2 additional samples representing the failed sample will be tested. If either of the check samples fails, the steel in the shipment represented by the failing sample may be rejected; or if the Project Manager determines that the steel is usable, a price reduction will be assessed as follows:

$$P = A \times B$$

Where:

A - Total invoice price of reinforcing steel in the lot[1]

B - 10%, 20%, or 30%, dependent upon departure from specifications; the value to be used will be determined by the Project Manager

P - Price reduction for the lot

Note: 1. A lot is defined as all the bars of one bar number and pattern of deformation contained in an individual shipment.

The amount of reduction calculated above will be deducted from monies due the Contractor on the final estimate.

Remove and replace all rejected steel at Contractor expense. Furnish invoice statements, mill reports, and fabrication certificates for replacement steel. Replacement steel is subject to the requirements specified above.

Reinforcing steel shipments will not be accepted until the test results are known. The Contractor may proceed with the work at its own risk before testing.

555.04 METHOD OF MEASUREMENT

See Subsection 151.01.1 for Design-Build Contracts.

The reinforcing steel quantity in the contract is the calculated theoretical weight of the steel in pounds, measured as shown in the contract or ordered in writing, complete in place and accepted.

Plan quantities will not be re-measured except as provided for in Subsection 555.05.

The weights of standard sizes of reinforcing bars in accordance with AASHTO M 31 are computed using Table 555-3.

TABLE 555-3
WEIGHTS OF STANDARD SIZES OF REINFORCING BARS

Bar Size English (metric)	Bar Diameter inch (mm)	Weight lb./ft (kg/m)
No. 3 (#10)	0.375 (9.5)	0.376 (0.560)
No. 4 (#13)	0.500 (12.7)	0.668 (0.994)
No. 5 (#16)	0.625 (15.9)	1.043 (1.552)
No. 6 (#19)	0.750 (19.1)	1.502 (2.235)
No. 7 (#22)	0.875 (22.2)	2.044 (3.042)
No. 8 (#25)	1.000 (25.4)	2.670 (3.973)
No. 9 (#29)	1.128 (28.7)	3.400 (5.060)
No. 10 (#32)	1.270 (32.3)	4.303 (6.404)
No. 11 (#36)	1.410 (35.8)	5.313 (7.907)
No. 14 (#43)	1.693 (43.0)	7.650 (11.38)
No. 18 (#57)	2.257 (57.3)	13.600 (20.24)

Non-standard reinforcing bars or wire fabric, when required, have the unit weight specified in the contract.

No allowance is made for clips, wires, separators, or other material used for fastening or supporting the reinforcing steel.

555.05 BASIS OF PAYMENT

See Subsection 151.01.1 for Design-Build Contracts.

Payment for the completed and accepted quantities is made under the following:

Pay Item	**Pay Unit**
Reinforcing Steel	Pound

Reinforcing steel is paid in place for the quantities shown in the contract, except as follows:

1. The calculated quantities involved in changes ordered in writing by the Project Manager are added or deducted from the plan quantities.
2. A recalculation will be made, and the corrected quantity will be included for payment, in lieu of the plan quantity, when the plan quantity of reinforcing steel in any complete structure is in error by 5% or more. A complete structure is the smallest portion of a total structure for which a quantity is included in the contract. The party to the contract requesting an adjustment must present to the other party the description, location and recalculated quantities of the structure having the quantity error.

Partial payments for reinforcing steel will be made based on the contract quantity as follows:

1. 85% when the material is accepted, placed, and tied.
2. 100% when covered with concrete.

SECTION 556
STEEL STRUCTURES

556.01 DESCRIPTION

This work is the furnishing, fabricating, painting, and erecting of steel structures and the steel structure portions of composite structures.

The Department uses 490 lb./ft^3 to calculate the weight of structural steel.

The weights of rolled shapes and plates up to and including 36 inches in width are computed based on their nominal weights and dimensions as shown on the shop drawings. One-half of the allowed percentage of overrun in weight as tabulated in ASTM A6 will be added to the nominal weights of plates exceeding 36 inches in width. The weight is computed on the basis of rectangular dimensions for all plates and overall lengths for all structural shapes with no deductions for copes, slips, sheared edges, punching, borings, milling, or planing. When parts can be economically cut in multiples from materials of larger dimension, the calculated weight is that of the material from which the parts are cut.

Bolts, nuts, and washer weights are the calculated weight in the AISC Manual of Steel Construction.

Weld metal weight is not computed.

556.02 MATERIALS

Furnish materials in accordance with the following subsection requirements:

Bearing Assembly Anchor Bolts for Bridges	711.13
Bolts and Nuts	711.07
Castings	711.12
Compression Joint Seals	711.15
Elastomeric Bearing Devices	711.14
Fiber-reinforced Pads for Bearing Plates	711.16
Galvanized Metal	711.08
High Strength Bolts	711.06
Pins and Rollers	711.04
Structural Steel	711.02
Structural Steel Tubing	711.03
Welding Electrodes	711.05
Welded Stud Shear Connectors	711.09

556.03 CONSTRUCTION REQUIREMENTS

For the fabrication of steel structures, follow *AASHTO LRFD Bridge Construction* Specifications, unless otherwise specified in the contract.

556.03.1 Pre-Qualification for Steel Fabricators

Use metal fabricators that are pre-qualified under the AISC Quality Certification Program for the items listed below. The Department will make an exemption for new manufacturing plants that are of the same ownership as an existing certified plant, provided the new manufacturing plant operates under the same quality assurance and control programs as the certified plants, modified to address any production differences, and all fabrication is performed under the direct supervision of a quality assurance and control manager provided by an existing pre-qualified plant. Direct supervision means that the quality assurance and control manager is on site during all fabrication performed in the new fabrication plant and is responsible for the quality assurance and control activities. For new manufacturing plants, submit and receive approval of any proposed modifications to the parent plant's quality assurance and control program prior to beginning production. Allow 30 business days from the date submitted for Department review and approval. New manufacturing plants may operate under the parent plant's quality assurance and control programs for a maximum of 18

months from the date of opening. Plants currently operating under this exemption may do so only until January 1st, 2016. Items not listed may be fabricated by non-certified shops. Use metal fabricators having the following AISC quality certification categories:

1. Use fabricators having Advanced Bridges (ABR) certification to fabricate the following:
   a. Fracture critical members and attachments. Fabricators must have the fracture critical endorsement (F).
   b. Tub, trapezoidal or closed box girders, large or non-preassembled trusses [over 200 feet], cable supported bridges, bascule bridges, arches, and bridges with tight radius.
2. Use fabricators having Intermediate Bridges (IBR) certification to fabricate the following:
   a. Fracture critical members and attachments. Fabricators must have the Fracture Critical Endorsement (F).
   b. Rolled beams with field or shop splices, either straight or with a radius over 500 ft.
   c. Built-up I-shaped plate girders with constant depth, either straight or with a radius over 500 feet.
   d. Built-up I-shaped plate girders with variable web depth (e.g., haunched), either straight or with a radius over 1000 feet.
   e. A truss with a length of 200 feet or less that is entirely or substantially pre-assembles at a certified facility and shipped in no more than three sub-assemblies.
   f. Welded floor beams.
   g. Diaphragms for horizontally curved girders.
3. Use fabricators having Simple Bridges (SBR) certification to fabricate the following:
   a. Non-spliced rolled beams.
   b. Non-spliced rolled floor beams.
   c. Non-spliced rolled diaphragms for straight girders (does not include diaphragms used for concrete beams).
4. Use fabricators having an SBR or Bridge and Highway Metal Component Manufacturers certification to fabricate the following:
   a. Bridge expansion joints.
   b. Steel grid decking.
   c. Bridge expansion bearings.
   d. Overhead sign bridge and cantilever sign structures.
   e. Lighting poles and anchor bases.

556.03.2 Submittals

A. **Fabrication Drawings.** Prior to fabricating members, submit fabrication drawings and include the following information:
   1. An erection layout with each member assigned a production number.
   2. A tentative fabrication schedule.
   3. Denote any changes from the details in the contract.
   4. All dimensions, geometrical information, details, and other data required for fabrication. Include camber information, blocking diagrams and shop splices.
   5. Denote specification, grade, finish, required toughness testing and required surface preparation for all steel plates, shapes, pipes, tubes, bars, and all miscellaneous hardware such as shear studs, bolts, stud bolts, threaded rods, nuts, and washers.
   6. Identify the applicable specification for galvanized items. Specify paint type, manufacturer and recommended dried film thickness for each coat applied in the shop for painted

items. Also identify surface preparation for each item to be painted. For paint requirements see Sections 612 and 710.

7. A list of field bolts and other items furnished by the fabricator:
8. Appropriate weld sizes, symbols, requirements for non-destructive testing, heat cambering and bending procedures. Provide welding certifications and welding procedure specifications and any supporting documentation for all welding required for fabrication. For welding requirements see Section 624; and
9. Welding Procedure Specification (WPS) identification is required in the weld symbol tail for all weld symbols shown on the shop drawings.

Submit shop drawings of welding procedures and design calculations. Ensure the submittal includes all information required to check the structural accuracy and fabrication procedures for the structure.

Structural shop drawings must be designed and stamped by a professional engineer registered and licensed to conduct engineering in the State of Montana.

Do not begin fabrication until the Department approved drawings are received by both the plant and the Department Inspector. Coordinate the fabrication schedule with the Department Inspector.

B. Certificate of Compliance. Furnish a manufacturer's Certificate of Compliance for all bolts, nuts, washers, and load indicator washers. Include documentation in accordance with Subsection 106.09 and test reports performed on the finished bolt confirming that all of the materials provided meet the requirements of the applicable AASHTO or ASTM specification. The documentation must include the name and address of the test laboratory, the date of testing, lot identification and the sample sizes of bolts and nuts used for each test performed for the certification.

Submit the following items before installation:

1. The certification from the supplier showing that all tests required by the AASHTO and ASTM specifications have been performed. Include the date and location of those tests, as well as the production lot numbers, and the sample sizes used for each test performed with the certification.
2. The certification from the supplier, showing that the wedge tests and rotational capacity tests have been performed. Also show production lot numbers, dates, locations, and sample sizes of these tests and who performed them.
3. Three bolt, nut, and washer assemblies from each rotational capacity test lot for verification by the Department.

Do not install fasteners prior to receiving approval.

556.03.3 Mill and Shop Inspection

1. **Inspection of Work**. Do not begin manufacturing or shop fabrication until the Department's Inspector has inspected the shop.
2. **Facilities for Inspection.** Furnish facilities for inspecting the material and workmanship in the mill and shop. Always allow the Inspector free access to the work.
3. **Inspector's Authority.** The Inspector may reject material or work not in accordance with the specifications. In case of dispute, the Contractor may appeal the Inspector's decision to the Project Manager.
4. **Mill Test Reports.** Furnish the Project Manager signed documentation in accordance with Subsection 106.09. Certify all steel meets the project specifications. Identify each piece of steel with a mark number on the mill test report.
5. **Facilities for Testing.** Furnish, at Contractor expense, test specimens, labor, testing machines, and tools to make the specimens and tests.

6. **Rejections.** Material or finished members accepted by the Inspector may be rejected if the material is subsequently found defective. Replace or repair rejected material at Contractor expense.

556.03.4 Storage and Handling of Materials

Mark alloy and high-strength steels as required by the AASHTO LRFD Bridge Construction Specifications. Mark material required to meet a Charpy requirement for identification.

1. Store materials off the ground and keep them clean and dry.
2. Place and store girders upright.
3. Support long members, including but not limited to columns, chords, and girders on blocks spaced to prevent deflection.
4. Store high-strength fastener components in accordance with the manufacturer's recommendations.
5. Store the bolts and nuts in the original containers until used.
6. Protect from dirt and moisture.
7. Remove only as many fasteners from protected storage as can be tightened during a work shift and return unused fasteners to protected storage at the end of each work shift.

556.03.5 Quality Control

Prepare and submit a quality control (QC) plan for ensuring the quality of all work and conformance to specifications.

Ensure that all nondestructive testing (NDT) is performed by personnel qualified in conformance with the American Society for Nondestructive Testing (ASNT) Recommended Practice No. SNT-TC-1A to minimum Testing Level II for the individual methods. Ensure that the QC plan meets the following minimum requirements:

1. **NDT, Radiographic Inspection.** Inspect 100% of all complete joint penetration (CJP) groove welds.
2. **NDT, Ultrasonic Inspection.** Inspect 100% of all CJP groove welds on plates thicker than ¼-inch.
3. **NDT, Magnetic Particle Inspection.** Randomly inspect 25% of all welding for each member throughout the entire structure in accordance with AWS D1.5 bridge welding code. The Project Manager reserves the right to select locations for testing.
4. **Personnel qualifications.** Include the qualifications of the specific individuals that will be performing the QC testing.
5. **Quality control manager.** Identify the QC manager that will be the primary contact person for all QC communication. Ensure that this person is responsible for all QC work.
6. **NDT, Phased Array Ultrasonic Testing (PAUT).** This method may be used in place of RT and UT for the inspection of CJP groove welds. Perform all aspects of PAUT inspection in accordance with AWS D1.5, Annex K. Provide, for approval, a submittal package 30 days prior to inspection. Provide all information, qualifications, etc. needed to determine the requirements of Annex K can be met. Include the inspector's history of successful NDT projects specific to PAUT and the requirements of AWS D1.5.

Provide reports of all QC testing as the testing is completed. Identify in the reports any deviations from specifications, standards, or the QC plan and a discussion of why the deviation occurred.

At the completion of fabrication, and before shipment, provide a certification signed by the quality control manager that contains the following statement and supporting information:

Required Statement: "This is to certify that the quality control plan was followed and that the results of the quality control program indicate that the materials and the construction operations

controlled by the quality control plan are in conformity with the approved plans and specifications. Exceptions to the plans, specifications, and quality control plan are described below."

556.03.6 Pilot and Driving Nuts.

Furnish 2 pilot nuts and 2 driving nuts for each size of pin unless otherwise specified. Pilot and driving nuts are not required when shoes are assembled at the fabrication plant.

556.03.7 Bolts and Bolted Connections

A. General. Make bolted connections in accordance with the contract requirements.

1. Furnish bolts that are free of rust.
2. When galvanized fasteners are specified, furnish assemblies manufactured with a visible dye, so a visual check verifies the lubricant's presence at installation. Use black fasteners oily to the touch at installation.
3. Use beveled washers to provide full bearing to the head or nut where bolts are used on beveled surfaces.

B. Definitions.

1. **Fastener Assembly.** An assembly of fastener components including bolt, nut, washer, and DTI (when used) that are supplied, tested, and installed as a unit. A fastener assembly represents one diameter and grade from the same lot.
2. **Snug-tight.** The condition that exists when all plies in a connection have been pulled into firm contact by the bolts in the joint and bolts have been tightened sufficiently to prevent removal of the nuts without the use of a wrench.
3. **Systematic Tightening.** The systematic assembly of the joint, progressing from the most rigid part of the joint until the connected piles are in firm contact and the subsequent systematic tightening of all bolts in the joint, progressing from the most rigid part of the joint in a manner that will minimize relaxation of previously tightened bolts.

C. Unfinished Bolts. Furnish standard unfinished bolts; with nuts having a bolt hole diameter $\frac{1}{16}$-inch larger than the bolt diameter. Use threaded bolts, transferring shear, that have no more than one thread within the grip of the metal. Furnish bolts that extend through the nuts a maximum ¼-inch.

556.03.8 Bolted Connections - High-Tensile-Strength Bolts

A. General. Make bolted connections as recommended by the Steel Structures Technology Center's Structural Bolting Handbook (Bolting Handbook).

1. **Bolt Lengths.** Use bolt lengths having the grip-length values in Table 556-1 plus the total thickness of connected material. The values in Table 556-1 consider nut, one flat washer, and bolt point.

   Adjust the length to the next ¼-inch increment up to a 5-inch bolt and to the next ½-inch increment for bolts over 5 inches.

   Increase the bolt length ⅛-inch if direct tension indicator washers are used.

TABLE 556-1
BOLT LENGTH DETERMINATION

Bolt Diameter	Added Grip Length[1]
English	
½-inch	⅞-inch
⅝-inch	1-inch
¾-inch	1⅛-inch
⅞-inch	1⅜-inch
1-inch	1½-inch
1⅛-inch	1⅝-inch
1¼-inch	1¾-inch
Metric	
M16	25 mm
M20	30 mm
M22	35 mm
M24	40 mm

Note: 1. Add to total thickness of connected material.

Where beveled washers are used, adjust bolt lengths to account for the use of nonstandard or beveled washers.

2. **Bolted Parts.** Ensure bolted surfaces in contact with the bolt head and nut do not have a slope of more than 1V:20H to a plane normal to the bolt axis.

   Ensure bolted parts fit solidly when assembled.

   Provide a Class B finish, per AASHTO LRFD Bridge Construction Specifications for all faying surfaces.

3. **Washers.** Install fastener assemblies with hardened washer(s) in accordance with the Bolting Handbook.

B. Pre-Installation. Submit 1 of the following bolt methods for use:

1. Turn of the nut,
2. Calibrated wrench,
3. Direct Tension Indicator (DTI), or
4. Tension Control Bolts (twist-off)

Pre-Installation verification is not required for structural support for highway signs, luminaires, and traffic signals. Install breakaway connections in accordance with the manufacturer's recommendations.

1. **Pre-Installation Verification Testing.** Perform Pre-installation verification procedures in accordance with the Bolting Handbook. Retest when directed by the Project Manager.
2. **Reuse of bolts previously tightened.** Reuse of bolts previously tightened is not permissible except as described in the Bolting Handbook.

C. Production Bolting.

Tighten bolts in accordance to the pre-tensioning procedures given in the Bolting Handbook.

Fully erect continuously supported girder sections between expansion joints before production bolt tightening.

Tightening is dependent upon consistency of torque and is dependent on condition of the fastener assembly. Verify that the condition of assembly is equivalent to those used in the Pre-installation Verification test. Conditions of the assembly and the efficiency of the lubricant can be affected by the following:

1. Exposure to the elements during storage.

2. High temperatures during storage.

3. High temperatures during tightening.

4. Low temperatures during tightening.

5. Additional moisture from snow and rain during tightening.

6. Passing of time between the snugging operation and tightening.

If these condition changes occur, repeat the pre-installation verification test on a representative sample of fastener assemblies to be tightened.

Lubricate bolts in accordance to the Bolting Handbook. Re-lubricating of tension control bolts may only be performed by the manufacturer.

D. Metric Bolt Substitution. Allowable bolt substitutions are shown in Table 556-2.

TABLE 556-2
BOLT SUBSTITUTIONS

High Strength Bolt Substitution	
Specified Bolt Grade A325M or Grade A490M	Allowable Substitute Grade A325 or Grade A490
M16	5/8-inch
M20	7/8-inch
M22	7/8-inch
M24	1-inch
Standard Bolt Substitution	
Specified Bolt ASTM F568M Class 4.6	Allowable Substitute ASTM A307
M6	1/4-inch
M8	5/16-inch
M10	3/8-inch
M12	1/2-inch
M14	9/16-inch
M16	5/8-inch
M20	7/8-inch
M22	7/8-inch
M24	1-inch
Stud Bolt Substitution	
Specified Bolt ASTM F568M Class 8.8	Allowable Substitute ASTM A449
M12	1/2-inch
M14	9/16-inch
M16	5/8-inch
M20	7/8-inch
M22	7/8-inch
M24	1-inch

556.03.9 Welded Stud Shear Connectors

The type, size or diameter, and length of stud shear connectors are specified in the contract.

Furnish fabrication material and perform welding in accordance with Section 624.

A. Shop Drawing Review. Provide alternate stud locations that will avoid conflict with safety and lifting devices. Ensure that all shear studs are a minimum of 6 inches away from top flange shop splices. Obtain approval from the Bridge Bureau before installing any studs in these alternate locations.

B. Field Removal. Stud shear connectors that are removed in the field must use one of the following removal methods:

1. Cut completely through the stud above the weld.
2. Partially cut the stud above the weld and break off the stud the rest of the way. Prevent damaging the base metal during stud removal.

C. Field Replacement. Replace all stud shear connectors that are removed in the field. Replacement shear studs must be within 3 inches of the original stud location, no closer than 1½ inches from base metal edges, and at least 1 inch between adjacent studs. Follow all the surface preparation, field welding, and testing requirements in accordance with AWS D1.5.

D. Additional Payment. No additional payment will be made for field removal and replacement of stud shear connectors and base metal inspection, repair, or replacement.

556.03.10 Field Welding

Do not weld temporary construction supports to beams, girders, or other main members. Any member with unauthorized field welds, tack welds, or arc strikes will be rejected. Perform welding in accordance with Section 624.

556.03.11 Assembling Steel

Field or shop assemble steel parts as follows:

A. Shop Work. Clean all contacting metal surfaces of deleterious materials before assembling, bolting, or welding. Paint may be applied to contact surfaces after bolting or welding.

Shop assemble and adjust to line and camber all bolted trusses, continuous plate girders, curved steel elements, box girders, I-beam spans, skew portals, skew connections, rigid frames, bents, and towers.

Drill and ream the field splice holes during assembly. Holes for other field connections may be shop drilled or reamed with the connecting parts assembled or drilled or reamed to metal templates with hardened bushings, without assembling.

Use an approved alternate procedure where shop space prevents complete shop assembly of continuous span girders or trusses. The procedure may require adjusting the line and camber of at least two abutting sections of girder for drilling or reaming of field splices if all girder lines for the complete structure are assembled consecutively.

Field butt joints for welded girders may be assembled with abutting members adjusted for line and camber and prepared to fit for welding, subject to Project Manager approval.

Bridge expansion devices must be initially shop assembled to establish the proper fit between the joint parts.

B. Field Work. Assemble the parts as specified in the contract, following the match-marks. Prevent damaging the material while handling. Clean all bearing and member surfaces in permanent contact before assembly.

Splices and field connections must have a minimum of ½ of the holes filled with bolts or erection pins before removing temporary supports or releasing the load from erecting equipment. Splices and connections carrying traffic during erection must have ¾ of the holes pinned or bolted.

Do not begin production bolt tightening of the field splice bolts until the complete girder line is aligned and erected matching the full camber line. Do not place deck forms or other loads on straight steel girders until all girder splice bolts are fully tensioned. For curved structures, fully tension all bolts before placing deck forms or other loads.

Use erection pins $\frac{1}{32}$-inch larger than the nominal diameter of the permanent bolts.

Erect truss spans on blocking, unless they are erected using the cantilever method, to provide truss camber. Leave the blocking in place until the tension cord splices are fully bolted, and all other truss connections pinned and bolted. Do not tension bolts in butt joint splices of compression members and in railings until the span is swung.

C. Drifting of Holes. Only use drift pins during assembly to the extent necessary to bring the parts into position without enlarging or distorting the holes or metal. Do not ream holes during field fitting without approval from the Project Manager.

D. Match-marking. Match-mark parts assembled in the shop for reaming field connection holes and provide the Project Manager a diagram showing the marks.

556.03.12 Marking and Shipping

Paint or mark each member with an erection mark and furnish the Project Manager an erection diagram detailing the erection marks.

Furnish copies of material orders, shipping statements, and erection diagrams. Show the individual member weights on the statements.

A shipping statement must accompany the material and be marked to clearly identify it with the delivered material and the relevant domestic material and contract specification certifications.

Mark the weight on members weighing 3 tons or more. Load and unload structural members on trucks or cars without stressing or causing damage.

Pack bolts, loose nuts, or washers of each size separately. Ship pins, small parts, bolts, washers, and nuts in boxes, crates, kegs, or barrels, with the gross weight of each package not exceeding 300 pounds. Plainly mark each shipping container, listing and describing the contents on the outside of each shipping container.

Keep structural material clean and free from damage.

556.03.13 Painting

Clean and paint all iron and steel surfaces in accordance with Section 612.

556.03.14 Erection

Submit a steel erection plan and specifications that ensures safety, prevents overstressing of the steel, maintains stability, prevents damage to the work or surroundings, and achieves the proper final geometry. Submit a complete erection plan and specifications for erection of the steel and for any falsework necessary, including temporary bracing, guywires, or other required items.

The erection plan and specifications must bear the signature, and the professional seal of a professional engineer licensed to practice in Montana.

556.03.15 Falsework

Design, construct, and maintain falsework to support the maximum construction loadings. Check and approve falsework drawings before submitting. The Department has 20 business days to review and return the falsework drawings. The contract time will be extended day for day for any delay beyond the 20-day review period if the Department's delay affects the Contractor's operation as shown on the current work schedule.

556.03.16 Bearing and Anchorage

Place masonry bearing plates in accordance with Subsection 565.03.2.

556.03.17 Placing Anchor Bolts

Place anchor bolts in accordance with Subsection 552.03.13.

556.03.18 Straightening Bent Material

Straighten bent plates, angles, or other shapes without damaging the material. The metal may be heated if approved. Do not exceed 1,000 °F. Once heated, cool the metal slowly.

All straightened metal will be inspected for defects.

556.03.19 Pin Connections

Furnish the Project Manager the pilot and driving nuts provided with the steelwork once the work is complete. The members must take full bearing on the pins. Bring pin nuts up tight and burr the threads at the nut face.

556.03.20 Misfits

Correct all misfits, errors, and injuries as a part of the assembly and erection work. Report to the Project Manager all shop work errors that prevent the assembly and fitting of parts with a minimum

use of drift pins, reaming, slight chipping or cutting. Obtain Department approval for the correction method. Corrections must be inspected and approved.

556.03.21 Cleanup

Remove all falsework, excavated or unused materials, rubbish, and temporary buildings. Restore all public and private property damaged during construction to its original condition.

Pull, cut off or otherwise remove all falsework piling 1-foot below finished the ground line or streambed, unless otherwise directed. Perform all work affecting the stream channel in accordance with Subsection 208.03.6 before final acceptance.

556.03.22 Rejections

An Inspector's acceptance of material or finished members does not prevent later rejection if defects are found. Replace or repair rejected material and work at Contractor expense.

556.04 METHOD OF MEASUREMENT

See Subsection 151.01.1 for Design-Build Contracts.

Structural steel is measured by the lump sum.

556.05 BASIS OF PAYMENT

See Subsection 151.01.1 for Design-Build Contracts.

Payment for the completed and accepted quantities is made under the following:

Pay Item	Pay Unit
Structural Steel	Lump Sum

The weight of structural steel in the contract is an estimate only. No guarantee is made that the estimated weight is the correct weight to be furnished. No adjustment in the contract unit price is made if the weight furnished is more or less than the estimated weight.

If changes in the work ordered by the Project Manager vary the weight of steel to be furnished, the lump sum payment is adjusted as follows:

The value per pound of a decrease or increase in the weight of structural steel involved is determined by the following:

$$\text{Value per Pound} = \frac{\text{Contract Lump Sum Bid}}{\text{Estimated Contract Weight}}$$

The adjusted contract lump sum amount paid is the contract lump sum bid plus or minus the value of steel involved in the change.

Should the ordered change materially alter the character of the work and the unit cost, compensation for that work is made at an agreed price established before the work is performed. Detail in writing, the changes in procedures and the resulting costs for labor, equipment, and materials to support the agreed price.

Partial payments for structural steel will be made based on the lump sum contract unit price as follows:

1. 90% when erected.
2. 97% when bolted and spot painted.
3. 100% when painted in compliance with the plans and specifications.

SECTION 557
STEEL BRIDGE RAILING

557.01 DESCRIPTION

This work is the furnishing and installing of steel bridge railing.

557.02 MATERIALS

Furnish materials in accordance with the following subsection requirements:

Fiber-reinforced Pads for Rail Post Base Plates 711.16
Galvanized Metal 711.08
High Tensile Strength Anchor Bolts 711.06
Steel Beam Guardrail and Wood Blocks 705.01
Structural Steel 711.02
Structural Steel Tubing 711.03

557.03 CONSTRUCTION REQUIREMENTS

557.03.1 Fabrication Drawings

Furnish fabrication drawings for steel bridge railing in accordance with Subsection 556.03.2.

557.03.2 Fabrication

Fabricate steel bridge railing in accordance with Section 556.

557.03.3 Erection

Construct steel bridge railing as shown in the contract. Adjust the completed railing to compensate for any unevenness in the structure. Ensure all rail posts are vertical. Do not place railing on a span until centering or falsework is removed. Place rail post base plates on fiber-reinforced pads, sized and positioned to project a minimum ½-inch on all sides of the base plates.

557.03.4 Painting

Clean and paint steel bridge railing specified to be painted in accordance with Section 612.

557.04 METHOD OF MEASUREMENT

See Subsection 151.01.1 for Design-Build Contracts.

Steel bridge railing of the type or types specified is measured by the foot. Measurement is based on the computed horizontal distance between the centerlines of end base plates.

557.05 BASIS OF PAYMENT

See Subsection 151.01.1 for Design-Build Contracts.

Payment for the completed and accepted quantities is made under the following:

Pay Item	Pay Unit
Bridge Railing	Foot

Partial payments of steel bridge railing will be made based on the total quantity as follows:

1. 90% when erected.
2. 95% when bolted and spot painted.
3. 100% when painted in compliance with the contract.

SECTION 558
DRILLED SHAFTS

558.01 DESCRIPTION

This work is constructing reinforced concrete shafts cast in cylindrically excavated holes that extend into soil or rock to support the structure and externally applied loads at the locations and to the lines and grades shown in the contract.

558.02 MATERIALS

558.02.1 Drilled Shaft Concrete

Use Drilled Shaft Concrete for all concrete placed between the bottom of the shaft and the top of the casing, unless otherwise shown in the contract. Obtain the Project Manager's approval before using a SCC mix design.

558.02.2 Permanent Drilled Shaft Casing

Furnish casing in accordance with the size and thickness requirements specified and casing material that meets the requirements of AASHTO M 270, Grade 36. Furnish, fabricate, and inspect casing materials in accordance with Section 556.

558.02.3 Reinforcing Steel

Furnish all reinforcing steel in accordance with Section 555 and Subsection 711.01.

558.03 CONSTRUCTION REQUIREMENTS

558.03.1 Submittals

Submit the following information.

1. Drilled Shaft ASC and WN outlining:
   - **a.** Bent and shaft construction sequence. If more than one shaft is worked on at any time, include that information in the submittal.
   - **b.** Method of shaft excavation.
   - **c.** Method to clean shaft excavation including details for air-lift systems.
   - **d.** Temporary and permanent casing installation and removal methods. Include casing top and bottom elevations and diameters.
   - **e.** The effects of hydrostatic pressure differentials that may occur during excavation and shaft construction. Include a description of procedures relating to hydrostatic effects that will be used to ensure that the stability of the excavation is not compromised.
   - **f.** Method of concrete placement. State the planned initial elevation of the bottom of placement pipe. Provide descriptions of methods or devices used to prevent the injection of air or water into the drilled shaft concrete when starting concrete placement and in the event the placement is stopped and restarted. Include descriptions of methods or devices that will be used to control the rate of concrete discharge in order to minimize turbulence that could result in concrete washout or other detrimental effects.
   - **g.** Time necessary for complete concrete placement.
2. Name and experience record of Contractor, and Superintendent and driller(s) that will perform the drilled shaft work on this project. Include all experience in the last 10 years.
3. List of proposed drilling equipment to be used, including any cranes, drills, augers, bits, temporary casings, and cleaning tools. Include diameter of augers and cleaning buckets.
4. Proposed size and location of all reinforcing steel used to support or maintain the shape of the reinforcing steel cage.

558.03.2 Shaft Pre-construction Meeting

Schedule a shaft pre-construction meeting with the Project Manager for a time 7 to 14 calendar days prior to drilling. The minimum required attendees are the superintendent, concrete supplier, and Project Manager. The purpose of the meeting is to review the requirements of this specification, discuss the drilled shaft installation plan, and to discuss logistical and contingency plans.

558.03.3 Geotechnical Logging

The Department may provide a geotechnical representative on-site during drilling and installation operations to log the excavation. Notify the Project Manager at least 7 calendar days prior to start of drilled shaft excavation so that the Project Manager may schedule the on-site representative.

558.03.4 Shaft Excavation

Use excavation methods that provide contact with firm, undisturbed soil or rock with the sides and bottom of the drilled shaft. Do not excavate holes larger than the outside diameter of permanent casings.

558.03.5 Shaft Locations, Alignment and Tolerances

Drill all shafts to the bottom elevations specified or as directed by the Project Manager. Construct the shaft so the vertical centerline axis of the finished shaft is within 3 inches of the plan location at the top of the shaft. Drill all shafts to within 2% of vertical the entire depth of the shaft excavation.

558.03.6 Sloughing and Caving

Use tools and tool withdrawal rates that will not cause suction effects that result in soil intrusion or instability of the excavation. Use construction methods that will ensure no sloughing or caving of the shaft side walls. In the event any sloughing or caving does occur, remove all sloughed material. Ensure that concrete completely fills the shaft. If caving occurs during placement of drilled shaft concrete, immediately stop the flow of concrete, and undertake corrective measures to completely remove the sloughed materials from the shaft. If necessary, to facilitate material removal, remove the concrete and reinforcing steel already placed in the shaft.

558.03.7 Permanent Casing

1. Furnish and install permanent casing when specified in the contract. Permanent casing remains in place and is included in the design of the drilled shaft. The Contractor may elect to oversize the permanent casing diameter up to 3 inches.
2. Limit the excavation in advance of the casing tip to no more than 10 feet unless synthetic slurry is being used.
3. If field welding, submit the weld procedures and certifications in accordance with Section 624.
4. Provide corrosion protection for all permanent casing. Galvanize the permanent casing to AASHTO M 111 and ASTM A653 specifications or paint. If painting, meet the following requirements:
   a. Furnish paint in accordance with Subsection 710.02(B)(3).
   b. Prepare in accordance with the paint manufacturer's recommendations.
   c. Apply paint to the casing from the top of exposed steel to the ordinary low water level for casing installed in a water channel and from the top of exposed steel to 1 foot below ground elevation for casing installed outside of a water channel.
   d. Apply the first 2 coats of paint to produce a minimum 12 mil dry film thickness. Verify the dry film thickness using SSPC PA-2. Appy the finish coat using the same paint or compatible paint approved by the paint manufacturer, with the first 2 coats. Provide a finish coat with a minimum 3 mil dry film thickness. Verify the dry film thickness using SSPC PA-2. Provide the finish coat paint that meets SAE-AMS-STD 595, pigment code 36440 (concrete gray). If applied in the shop, submit a copy of the painter's certification

that the paint was applied following the manufacturer's recommendations and the paint coat thickness on the casing.

e. Repair paint damage caused by transport, handling, welding, and installation following the paint manufacturer's recommendations at no cost to the Department. Submit the paint manufacturer's recommendations.

558.03.8 Excavation Stability

Do not use slurry construction methods as an alternative to or in conjunction with temporary casing unless specified in the contract. Use casing to facilitate shaft construction and prevent sloughing and caving of the shaft sidewalls. The contract may specify temporary casing minimum elevations. Place the temporary casing deeper, if necessary, to prevent material from entering the shaft excavation. Use casing with an outside diameter no less than the specified diameter of the shaft. Limit the excavation in advance of the casing tip to no more than 10 feet unless synthetic slurry is being used.

During casing extraction, maintain a sufficient level of fluid in the casing to counteract external hydrostatic pressures but no less than 5 feet of positive head. Maintain an adequate level of concrete within the casing to ensure that fluid trapped behind the casing is displaced upward and discharged at the ground surface without contaminating or displacing the shaft concrete. Temporary casings that have become bound or fouled during shaft construction and cannot be removed are considered to be a defect in the drilled shaft. Correct defective shafts using approved methods at no cost to the Department. Corrective action may consist of, but is not limited to, the following:

1. Removing the drilled shaft concrete and extending the drilled shaft deeper to compensate for the loss of frictional capacity to the cased zone.
2. Providing straddle drilled shafts to compensate for capacity loss.
3. Providing a replacement drilled shaft.

558.03.9 Obstructions

An obstruction is defined as a specific object (including, but not limited to, boulders, logs, and man-made objects) encountered during the shaft excavation which prevents the advance of the shaft excavation. If an obstruction is encountered promptly notify the Project Manager. Submit a proposed obstruction removal method for approval within 2 business days of encountering the obstruction.

558.03.10 Cleaning

Remove all loose or disturbed material from the bottom of the shaft excavation immediately prior to placing reinforcing steel and concrete. After cleaning, no more than 1 inch of loose or disturbed material is permitted in the bottom of the shaft.

For wet shafts founded in rock, use an air lift to demonstrate that the shaft is clean. Use an air-lift system meeting the following requirements:

1. Sufficient length to discharge outside of the shaft.
2. Minimum of 4-inch diameter.
3. Compressed air input line located within 12 inches of the bottom of the lift pipe.
4. Air compressor capable of producing 185 CFM at 100 psi; and
5. Meet all applicable environmental requirements relating to discharge.

During final cleanout and until concrete placement is complete, maintain the fluid level within the shaft at a level of 5 feet or more higher than the water level present outside of the shaft.

558.03.11 Installation of Cross-hole Sonic Logging (CSL) Tubes

Use 1½-inch nominal diameter schedule 40 steel CSL access tubes. Provide an end plug at the lower end of the pipe and make all joints watertight. Install the CSL access tubes evenly spaced around the reinforcing cage and inside of hoops and spiral reinforcing steel shown in the contract,

using connectors that will allow the tubes to slide through them when force is applied. Position the connectors so that couplings will not prevent the tubes from sliding. Ensure tubes extend to the shaft bottom.

After inserting the shaft reinforcing steel, drive each tube down until contact is made with the shaft bottom. Fill the CSL access tubes with potable water prior to or immediately after placing concrete in the drilled shaft. Temporarily cap the top of the tubes to prevent debris or concrete from entering the tubes.

Tubes that do not extend to the bottom of the shaft will be considered deficient. Coring to examine the bottom condition of the shaft may be required and must be performed at the Contractor's expense.

558.03.12 Reinforcing Steel

Tie bars at all intersections. After inspection and approval of the drilled shaft excavation by the Project Manager, place the reinforcing steel cage into the shaft as one unit. Support the steel cage from the top so that racking and distortion are prevented. Remove internal stiffeners as necessary as the steel cage is placed in the excavation to prevent interference with the placement of concrete. Use non-corroding, roller-type spacers or other non-corroding devices as approved by the Project Manager along the steel cage length and around the steel cage perimeter to align and maintain clearance from reinforcing cage to edge of casing during concrete placement.

Begin placing the drilled shaft concrete immediately after the Project Manager has inspected and approved the location and alignment of the cage within the drilled shaft. Remove the steel cage and re-inspect the excavation as directed by the Project Manager if the concrete placement is not started within 3 hours of placing the steel cage in position.

558.03.13 Concrete Placement Record

Complete the Department's Drilled Shaft Concrete Placement Log. Accurately record all data required on the form as the concrete is placed. After the drilled shaft concrete has been placed and before the end of the day submit the completed form. The Department will provide copies to the Contractor upon request.

558.03.14 Drilled Shaft Concrete

Place concrete in the drilled shaft as specified for either dry excavations or wet excavations.

A. Dry Excavations. Place concrete by gravity tremie tube or pumping. Concrete may free fall into the shaft if the concrete can be directed so that it does not strike the reinforcing steel, the excavation wall, or any other obstruction during the fall.

B. Wet Excavations.

1. Place all drilled shaft concrete by tremie tube, pumping, or other approved method to avoid separation and segregation of the concrete mix components.

2. Separate the first concrete placed from the fluid in the excavation using a plug in the tube, or other approved device.

3. Begin concrete placement in a manner that minimizes mixing of the concrete with the water and material in the shaft.

4. Maintain a minimum of 10 feet of tremie pipe embedment and continuously place drilled shaft concrete to ensure upward displacement of all contaminated concrete. If at any time during the placement, it is necessary to temporarily stop or the tremie pipe orifice is removed from the concrete, stop, and restart concrete placement in a manner that ensures that air, water, or other undesirable material is not allowed to be mixed into the concrete or incorporated into the drilled shaft. Concrete that is discharged above the rising concrete level in the shaft is considered undesirable material.

5. Once concrete has reached the top of the drilled shaft, remove, and dispose of the top layer of concrete and any concrete contaminated with mud or fluid from the drilled shaft.

Remove sufficient concrete to fully expose sound, homogeneous and uncontaminated concrete in the shaft.

558.03.15 Shaft Testing and Acceptance

A. Cross-Hole Sonic Logging. The Project Manager may use CSL to check the structural soundness of any completed drilled shaft. The CSL testing will be performed when the concrete has cured sufficiently to give consistent test readings. Schedule construction activities to allow 12 calendar days from the time concrete is placed in the shaft until the shaft is tested. Provide a stable 110-Volt AC or a 12-Volt DC electrical supply if requested. When the CSL testing access tubes are no longer needed for testing, as determined by the Project Manager, cut off the tubes flush with the top surface of the drilled shaft. Remove water and fill CSL tubes with grout. Protect tubes from freezing until water is removed.

The Project Manager will accept or reject the shaft based on the CSL testing or a subsequent investigation. For any drilled shaft determined by CSL testing to be of uncertain quality, investigate by drilling core samples or other physical investigation as directed by the Project Manager. When core drilling is directed, drill a minimum 2½ inch diameter core. Drill at locations and to depths specified by the Project Manager. Use a core drilling method that provides complete core recovery and minimizes abrasion and erosion of the core. Grout all core holes when directed by the Project Manager.

B. Corrective Action. If the CSL or subsequent investigation identifies any defect in the shaft that compromises the capacity of the shaft; repair the shaft by a method approved by the Project Manager. Submit a repair plan in accordance with the Table of Contractor Submittals. Include calculations and working drawings, stamped by a professional engineer licensed in Montana. Furnish all materials and work necessary to correct shaft defects at Contractor expense. Prior to constructing other shafts, submit a written proposal that describes changes in construction methods or materials designed to avoid defects in subsequent drilled shafts.

558.04 METHOD OF MEASUREMENT

See Subsection 151.01.1 for Design-Build Contracts.

558.04.1 Drilled Shaft

Drilled shaft will be measured by the linear foot of shaft between the actual bottom elevation of the drilled shaft and the top of shaft elevation shown on the contract.

558.04.2 Drilled Shaft Concrete

Drilled shaft concrete will be measured by the cubic yard of concrete placed calculated from the planned cross-sectional area times the as built length of the drilled shaft.

558.04.3 Reinforcing Steel

Drilled shaft reinforcing steel will be measured by the pound in accordance with Subsection 555.04.

558.04.4 Drilled Shaft Casing

Permanent drilled shaft casing will be measured by the pound of permanent casing installed as shown in the contract or as directed by the Project Manager in writing. If the Contractor elects to oversize the casing diameter, measurement will be based on the diameter shown in the contract.

558.04.5 Temporary Casing

When the Contract contains the pay item Temporary Drilled Shaft Casing, temporary drilled shaft casing will be measured by the linear foot of temporary casing measured from the higher of the ground or water surface elevation down to the bottom elevation of the installed temporary casing.

558.04.6 CSL Tubes and Testing

Include all costs associated with furnishing and installing, and grouting CSL access tubes and any required extensions and providing a power source in the Drilled Shaft pay item. No

measurement or payment will be made for construction delays resulting from the initial CSL drilled shaft testing. The Department will extend the contract time by 1 day for each day over 12 calendar days required to complete the CSL drilled shaft testing. The Department will pay the costs for the initial CSL drilled shaft testing.

If a defect is found based on the CSL drilled shaft testing, coring, or other physical investigation, the contractor is responsible for all costs associated with the physical investigation, engineering design, shaft repairs and any construction delay costs. Pay the costs of CSL drilled shaft retesting of the repaired drilled shafts.

If no defect is found in the drilled shaft based on the physical investigation, the investigation will be considered extra work and paid for in accordance with Subsection 109.04, and considered for time adjustment in accordance with Subsection 108.07.

558.05 BASIS OF PAYMENT

See Subsection 151.01.1 for Design-Build Contracts.

Payment for the completed and accepted quantities is made under the following:

Pay Item	Pay Unit
Drilled Shaft	Linear Foot
Reinforcing Steel	Pound
Drilled Shaft Casing	Pound
Drilled Shaft Concrete	Cubic Yard

Temporary casings remain the property of the Contractor.

If the Contract contains the pay item Temporary Drilled Shaft Casing, all costs associated with temporary casing including, but not limited to, procurement, fabrication, transportation, installation, and removal, are included in the pay item Temporary Drilled Shaft Casing. If the Contract does not contain the pay item Drilled Shaft Temporary Casing, no measurement or payment will be made. Include all costs associated with temporary casing including, but not limited to, fabrication, providing, transporting, installation and removal in the Drilled Shaft pay item.

Payment for obstruction removal will be made on a force account basis.

Air-lifting is not measured separately for payment. Include costs for all airlifting in the Drilled Shaft Item.

SECTION 559
PILING

559.01 DESCRIPTION

This work consists of furnishing and placing piling.

559.02 MATERIALS

Furnish materials in accordance with the following section and subsection requirements:

Hydraulic Cement Concrete 551
Steel Pipe Piles 711.10.2
Structural Steel Piles 711.10.1

559.02.1 Inspection of Steel Pile

Steel pile may be inspected at the rolling mill and will be inspected at the project.

Submit mill test reports showing the chemical and physical test results for each steel pile heat number included in the shipment.

Provide steel pile with a maximum camber or sweep of 0.013 in/ft of pile length.

Store and handle steel piles to prevent damage. Bent, deformed, or kinked piles will be rejected.

559.02.2 Furnish Pile

Furnish pile quantities shown in the contract.

The specified lengths are those required below cutoff. Adjust lengths for the difference between the cut off length and the pile position in the driving equipment and as necessary to meet the requirements of Subsection 559.02.5. Increase pile lengths 1.0 foot for steel pile. Remove and dispose of excess pile length after the pile is driven.

559.02.3 Metal Pile End Protection

Furnish prefabricated cast steel driving point or cutting shoe conforming to AASHTO M 103 requirements. Furnish cast steel driving point for H-pile. Furnish cast steel inside-flanged, open-end cutting shoe or 60°, inside-flanged conical driving point for pipe pile as specified. Weld driving point or cutting shoe to steel pile in accordance with ANSI/AASHTO/AWS D1.1 or D1.5, as applicable. Use welders certified by the Department or a Certified Welding Inspector.

559.02.4 Splicing Piles

When directed by the Project Manager, splice piles driven to plan grade that do not obtain the required driving resistance and continue driving until the required bearing resistance is obtained. Weld steel pile in accordance with Subsection 624.03.1. Use 10-foot minimum spacing for steel pile splice welds. When steel piles are driven less than 10 feet below the cutoff elevation specified, use 1 splice to obtain the required cutoff elevation.

559.02.5 Holes in Piling

Pile segments with 1 drilled hole having a diameter of ⅞-inch or less in any cross-section may be incorporated into the finished structure. Pile with more than 1 hole in a cross-section, flame cut hole(s), or a hole greater than ⅞-inch, must be cut off to remove the hole(s). This requirement does not apply to holes drilled for attaching dynamic testing equipment, holes shown in the contract or holes within 12 inches of the cutoff elevation.

559.03 CONSTRUCTION REQUIREMENTS

559.03.1 Equipment for Driving Pile

A. Pile Hammers. Drive piles with impact hammers that include air, steam, diesel, or hydraulic hammers.

For air or steam hammers, provide equipment that maintains the volume as specified by the manufacturer of the hammer as the pile is driven. Provide equipment with accurate pressure gauges that are easily read from ground level. Ensure that the striking parts of the

hammer are at least ⅓ the weight of the helmet and the pile being driven or 2,750 lbs., whichever is greater.

Provide open-end (single-acting) diesel hammers with rings or other indicators on the ram that permit visual determination of the hammer stroke as the pile is driven. Submit the hammer manufacturer's chart that equates the stroke and blows per minute for the hammer being used.

Provide closed-end (double-acting) hammers with an accurate bounce chamber pressure gauge that is easily read from ground level. Submit a chart, calibrated to the actual hammer performance that equates the bounce chamber pressure to the equivalent energy or stroke of the hammer.

Provide equipment for hydraulic hammers that are sized to maintain the manufacturer's specified volume and pressure during driving. Provide equipment with accurate pressure gauges that are easily read from ground level.

Delays and additional costs resulting from load tests or other extra work required to verify approval of the vibratory hammer or driving aids is at Contractor expense. If a vibratory hammer is used, re-drive each pile with an impact hammer having the energy to verify the required bearing resistance during driving, as required in Subsection 559.03.3.

B. Pile Driving Aids and Accessories

1. **Followers.** Do not use followers.
2. **Helmet.** Provide metal helmets for pile to be driven by impact drivers. Helmets must fit around the pile top, align axially with the hammer and pile, distribute the hammer energy to the total pile head cross section and have leads to guide them.
3. **Hammer Cushion.** When driving pile with an impact hammer, use a cushion to prevent damage to the pile and hammer. Use a cushion recommended and approved by the hammer manufacturer. Use a striker plate recommended by the hammer manufacturer on the hammer cushion to provide uniform compression of the cushion material.
4. **Leads.** Support the piles in line and position during driving. Use pile hammer leads that permit free movement of the hammer, maintain hammer, and pile alignment and provide concentric impact for each blow.
5. **Jets.** Do not use water jets.
6. **Caps.** Follow the pile manufacturer's recommendations regarding caps, driving heads, mandrels, or other required devices.

C. Pile Pre-drilling. When specified in the contract, use the prescribed drilling methods discussed in this specification. Do not impair the bearing resistance of previously installed pile or the safety of adjacent structures. If drilling reduces the bearing resistance of previously placed pile, restore the disturbed pile to conditions in accordance with this specification by re-driving after drilling operations in the area have been completed.

1. **Pile Pre-bore.** When pile pre-bore is specified, use an auger, wet-rotary drill, or other approved method. Drill pre-bore holes to the specified diameter and depth. Drive the pile in the pre-bore hole, starting from the bottom of the hole, with an impact hammer evaluated in accordance with Subsection 559.03.2. Continue driving the pile to the required bearing resistance and the depth specified. After driving, fill the annular void around the pile with dry, fine concrete aggregate in accordance with Subsection 701.01.1 and Table 701-2.
2. **Pile Drill and Socket.** At each pile location, drill pilot holes a maximum of 1-inch in diameter less than the outside diameter of the round pile and a maximum of 4 inches less than the outside diagonal cross sectional measurement of square or H-pile, to the elevation specified. Drive the pile into the pre-drilled pilot hole to the bottom of the hole

with an impact hammer evaluated in accordance with Subsection 559.03.2. Continue driving the pile below the bottom of the drilled hole to the design tip elevation specified in the contract, or deeper if directed by the Project Manager.

559.03.2 Evaluation of Pile Driving Equipment

The Department will evaluate pile-driving equipment provided by the Contractor. Furnish equipment with the capability to drive the project pile to the design pile tip elevation and required bearing resistance during driving without damage to the pile. Provide pile driving equipment that produces the following results from the wave equation analysis:

- 35 to 120 blows per 1-foot at the required bearing resistance; and
- Maximum compressive driving stress less than 90% of the minimum pile material yield strength.

The Department will base hammer evaluations on a wave equation analysis. Submit the pile driving equipment information on the Pile and Driving Equipment Data (form MDT-CON-559-03-2).

The Project Manager will notify the Contractor of results of the pile driving equipment evaluation within 14 calendar days after receipt of the Pile and Driving Equipment Data form. If the Department's wave equation analysis indicates that pile damage may occur or that the proposed pile driving equipment cannot drive the pile to the specified required bearing resistance and design tip elevation, re-submit a plan that modifies the equipment or the method to ensure the ability to drive pile to the specified required bearing resistance and design tip elevation without pile damage. The Project Manager will notify the Contractor of results of the revised pile driving submission within 7 calendar days after receipt of the re submittal.

Do not vary from the evaluated driving system without prior written approval. The Department will consider proposed changes to the pile driving equipment or method only after submitting revised information for a new wave equation analysis. The Project Manager will notify the Contractor of evaluation results of the pile driving system changes within 7 calendar days after receipt of the submittal. Delays and additional costs associated with developing, submitting, and obtaining evaluation results for pile driving proposals and resulting changes in the pile driving equipment and work methods are at Contractor's expense.

559.03.3 Pile Bearing Resistance

A. Driven Pile Bearing Resistance. Drive the pile to the design tip elevation shown on the contract, or deeper, if necessary and to the required bearing resistance during driving shown in the contract. The Project Manager will use the wave equation analyses to determine the required bearing resistance and the service pile driving criteria. The Department will determine required bearing resistance based on a wave equation analysis. Drive piles with the pile driving equipment evaluated in accordance with Subsection 559.03.2 to the depths necessary to obtain the required bearing resistance. Do not use other methods to aid pile penetration, unless specified or approved after a revised driving resistance is established from the wave equation analysis. Unless otherwise specified, adequate pile penetration consists of reaching the specified wave equation resistance criteria within 1-foot of the pile tip elevation. Drive pile not achieving the specified resistance within these limits to penetrations established by the Project Manager.

B. Compression Load Tests

1. **Static Load Tests.** If specified, perform compression load tests to meet the requirements of ASTM D1143 using the Quick Load test method. Load the test pile to the required bearing resistance shown in the contract. Provide testing equipment and measuring systems in accordance with ASTM D1143, except the loading system must be capable of applying 150% of the required bearing resistance. Provide a load cell and spherical bearing plate. Submit detailed plans for the proposed loading system prepared by a

professional engineer licensed in the State of Montana for approval. The load system must gradually and incrementally place the load on the test pile without vibration. If the static load test method includes tension (reaction) anchor pile, provide anchor pile of the same type and size as the service pile. Drive the anchor pile in a permanent pile location unless the Project Manager approves another location.

Determine top elevation of the test and anchor pile immediately after driving and again just before load testing to check for heave. Re-drive all pile that heaved in excess of ¼-inch or jack the pile to the original elevation before testing. Wait 72 hours between driving the anchor pile or the load test pile and performing the load test.

Define the failure load for a tested pile as the axial compressive load that produces a settlement of the pile head equal to:

a. For piles 2 feet or less in diameter or width:

$$\mathrm{sf} = \Delta + (0.15 + 0.008\mathrm{b})$$

b. For piles greater than 2 feet in diameter or width:

$$sf = \Delta + \frac{b}{30}$$

Where:

sf - Settlement at failure in inches

b - Pile diameter or diagonal width in inches

Δ - Elastic deformation of total pile length in inches

If the Project Manager determines that the pile has failed before achieving the required bearing resistance, perform additional load tests. The Department will measure and pay for each additional load test.

When load testing is complete, remove all test or anchor pile not part of the finished structure or cut them off at least 1-foot below the bottom of the footing or below the finished ground elevation if the pile falls outside the footing area.

2. Dynamic Load Tests. If specified, perform dynamic load tests in accordance with ASTM D4945 on pile designated for dynamic load tests. Use a pile specialty consultant with at least 3 years' experience in dynamic load testing and analysis to perform the dynamic load test, Case Pile Wave Analysis Program (CAPWAP) and the wave equation analysis. Use a geotechnical engineer licensed as a professional engineer in Montana who has achieved at least advanced level on the Foundation QA Examination for Providers of PDA Testing Services to perform the CAPWAP analysis. Use a technician with a basic level classification on the Foundation QA Examination for Providers of PDA Testing Services Operation to operate the pile driving analyzer. Provide the specialty consultant on site during the dynamic load tests. Submit the specialty consultant's resume for approval.

Furnish digital data acquisition system equipment with a display screen and printer.

With dynamic testing equipment attached, drive the pile in one continuous operation to the design tip elevation, or deeper if directed by the Project Manager. The Project Manager may lower the required tip elevation based on the bearing resistance measurements at the time of driving or re-driving. Reduce the driving energy to the pile to maintain pile stresses below the values specified in Subsection 559.03.3(A)(2), using additional cushions or reduction of the hammer's output energy. If eccentric driving is indicated, immediately re-align the driving system. Provide a printed summary of the dynamic load test results and recommendations for service pile driving criteria (blow count and stroke) and pile tip elevation. The Project Manager will determine the service pile driving criteria and minimum pile tip elevations based on the dynamic load test results.

Perform a re-drive of the test pile when required by the Project Manager. After initial driving, wait 48 hours or longer if directed by the Project Manager, then re-drive each dynamic load test pile with the instruments attached. Apply at least 20 resistance blows to warm the hammer before re-driving. Do not warm the hammer using the dynamic load test pile. Re-drive the dynamic load test pile to a maximum penetration of 6 inches or a maximum of 50 blows, whichever occurs first.

Verify the assumption used in the initial wave equation analysis submitted in Subsection 559.03.3(A)(1) using CAPWAP. Analyze one blow from the original driving and one blow from the re-driving for each pile tested.

Perform additional wave equation analysis with adjustments based on the CAPWAP results. Provide a graph showing blow count versus bearing resistance. For open-ended diesel hammers, provide a blow count versus stroke graph for the bearing resistance. Provide the driving stresses, transferred energy and pile bearing resistance as a function of depth for each dynamic load test. Submit a written report with numerical and graphical results of the dynamic load testing, CAPWAP analysis and wave equation analysis.

C. Vibratory Hammer. Base the bearing resistance of pile driven with vibratory hammers on the driving resistance recorded during impact driving after the vibratory equipment has been removed. Splice vibrated pile not reaching the bearing resistance at the design tip elevation at the Contractor's expense, then drive with an impact hammer until the required bearing resistance is achieved as indicated by the requirements of Subsection 559.03.3.

559.03.4 Pile Driving Location and Alignment

Drive piles so the pile head at cutoff elevation is horizontally within 2 inches of the plan location for bent caps supported by piles and within 6 inches of plan location for piles capped below final grade. Ensure no pile is within 4 inches of a cap edge.

The allowable alignment tolerance from a plumb line is ¾-inch per yard of pile length.

The Project Manager may suspend driving if the either the pile location or alignment is not maintained as the pile is driven.

Submit a written plan for correcting piles that do not meet the alignment or location tolerances.

Do not laterally pull on misaligned pile. Do not splice a properly aligned section on a misaligned pile.

559.03.5 Service Pile

Do not initiate driving of the service piles until all test piles and analysis are complete unless authorized by the Project Manager. Drive the pile to the design tip elevation shown in the contract, or deeper, if necessary, to achieve the required bearing resistance during driving. If specified, establish pile tip elevation and bearing resistance by compression load testing or dynamic load testing.

Furnish the service pile lengths specified in the contract. Adjust pile lengths for the difference between cutoff length and the pile position in the driving equipment.

The Project Manager will observe the pile driving and calculate the predicted bearing resistance as it is being driven.

When a re-drive of the service pile is required, re-drive the pile 48 hours after initial driving, or longer if directed by the Project Manager, and do not drive the pile below cut off elevation. If the Project Manager determines pile stresses during driving are damaging the pile, the Department may require other installation methods or equipment to obtain pile penetration.

Correct or replace improperly driven, damaged, or defective pile at Contractor's expense.

Temporary welded plates for aligning field splices or hoisting may be used with the Project Manager's approval. Remove temporary plates and grind welds smooth.

559.03.6 Cutting Off Steel Pile or Steel Pipe Pile

Cut steel pile heads square and furnish a driving cap before driving the pile. After driving piles to the required bearing resistance and receiving approval from the Project Manager, cut piles off at the specified elevation.

559.03.7 Steel Pipe Pile

Securely cover driven pipe piling to prevent open-hole hazards.

Remove water in steel pipe piles before placing concrete or place the concrete using a tremie when water is present in the pile.

Provide lighting to illuminate the full pile length when requested to aid inspection of the pile before placing concrete. Fill steel pipe piles to an elevation no less than 2 feet below the cut off elevation with Class General hydraulic cement concrete a minimum of 12 hours prior to pouring the cap.

Do not place concrete in pipe piles until all piles for the bent have been driven.

559.03.8 Painting Steel Pile or Steel Pipe Pile

Paint steel pile having a portion of the pile exposed to the atmosphere in accordance with the following requirements.

1. **Paint.** Furnish paint in accordance with Subsection 710.02(B)(3).
2. **Surface Preparation.** Prepare the pile surface in accordance with Subsection 612.03.3(B).
3. **Painting.** Before driving, apply two coats of paint to the pile starting a minimum of 2 feet below finish ground surface or finish channel bottom to the top of exposed steel.

Apply the first two paint coats to produce a minimum 12 mils dry film thickness. Field repair paint damage caused by transport, splicing and handling following the paint manufacturer's recommendations before applying the finish coat. Verify the dry film thickness using SSPC PA-2.

When piles are in the final location in the structure, apply the finish coat paint. Provide a finish coat with a minimum 3 mils dry film thickness on all surfaces exposed to the air at time of paint application. Verify the dry film thickness using SSPC PA-2. The Project Manager will select the finish coat paint color from one of the following:

TABLE 559-1
FINISH COAT PAINT COLOR

Color	SAE-AMS-STD 595 Pigment Code
Montana Brown	33578
Montana Blue	35450
Montana Green	34138
Concrete Gray	36440

Refer to Subsection 612.03.4 for additional painting requirements.

559.04 METHOD OF MEASUREMENT

See Subsection 151.01.1 for Design-Build Contracts.

559.04.1 Load Tests

Static and dynamic load tests, and test pile re-drives, completed and accepted are measured by the unit. Include all materials, tools, the first 24 hours of standby time for items dedicated solely to this work, and equipment required to perform each test or test pile re-drive in the unit bid price for the item.

Furnishing, driving, splices, re-driving of service piles and pile end protection are measured for payment as outlined in other Subsections. Do not include these costs in the static and dynamic load tests.

559.04.2 Furnish Pile

Furnish pile is measured by the pound based on the plan quantity.

559.04.3 Drive Pile

Drive pile is measured by the foot of pile driven into the ground. Drive pile is measured by the foot of pile driven through pile drill and socket pilot holes. Pile driven through pre-bore holes are not measured for payment.

559.04.4 Pile Pre-drilling

Pile pre-bore and pile drill and socket pilot holes are measured by the foot drilled below the existing or finished ground elevation to the bottom of the hole.

559.04.5 Pile Splice

When the pile tip extends more than 1-foot below the plan estimated pile tip elevation, splices required to obtain specified cutoff elevation are measured for payment. Pile splices are measured by the number of pile splices performed in the field and approved by the Project Manager.

Splices made for Contractor convenience, to facilitate driving operations, or to produce pile sections in accordance with specified design lengths are not measured for payment.

559.04.6 Pile Driving Point and Cutting Shoe

Pile driving point and cutting shoe are measured by the unit for the quantity specified in the contract.

559.04.7 Filler Concrete

Filler concrete is not measured for payment.

559.04.8 Painting Steel Pile and Steel Pipe Pile

Painting steel pile and steel pipe pile is not measured for payment.

559.05 BASIS OF PAYMENT

See Subsection 151.01.1 for Design-Build Contracts.

The Department will not pay for:

- Furnishing or driving falsework pile.
- Pile driven out of place and not accepted.
- Defective pile, or pile damaged in handling or driving.
- Forming holes.
- Lengths of pile cut off according to Subsection 559.02; or
- Welding temporary plates, removing the plates, and grinding the welds smooth.

Include payment for the costs associated with painting steel pile and steel pipe piles and filler concrete in the contract unit price per foot of drive pile.

Pile furnished, based on the plan quantities, but not incorporated in the finished structure, is paid for at the contract unit price per foot of furnish pile and becomes the property of the Contractor. Pile furnished and incorporated in the finished structure in addition to plan quantity, is paid for by lump sum agreed price or in accordance with Subsection 109.04.2.

Payment for the completed and accepted quantities is made under the following:

Pay Item	Pay Unit
Drive Pile	Foot
Dynamic Load Test	Each
Furnish Pile	Pound
Pile Conical Driving Point	Each
Pile Cutting Shoe	Each
Pile Drill and Socket	Foot
Pile Driving Point	Each
Pile Pre-bore	Foot
Pile Splice	Force Account
Re-drive Test Pile	Each
Re-drive of Service Pile	Force Account
Static Load Test	Each

Partial payments for drive pile will be made based on the total quantity as follows:

1. 95% when the piles are driven to final penetration.

2. 100% when the piles are cut off and painted as specified.

SECTION 561
BRIDGE DECK MILLING

561.01 DESCRIPTION

This work involves milling of deck concrete using hydrodemolition or mechanical scarification.

561.02 RESERVED

561.03 CONSTRUCTION REQUIREMENTS

561.03.1 Submittals

Submit for approval the following:

1. A written plan detailing the methods, materials, equipment, and personnel to be used.
2. The method and materials used to contain, collect, and dispose of all debris generated by the removal, cleaning, and surface preparation process.

Ensure adequate capacity to handle the amount of wastewater generated.

Do not begin concrete removal until receiving approval.

561.03.2 Equipment

A. Hydrodemolition. Use a self-propelled hydrodemolition machine with high-pressure water jets capable of removing concrete to the removal depth shown in the contract. Use equipment of sufficient capacity and size to remove rust and concrete from the reinforcing steel. The equipment must have means to control the removal depth to within a tolerance of ⅜-inch above or below the plan depth. The equipment must have controls adequate to vary the water pressure, traverse and progression of the nozzle, oscillation or rotation of the nozzle head and the distance between the nozzle and the concrete surface. Provide accurate working pressure gauges at pumps and at the hydrodemolition unit.

B. Scarification. Use self-propelled mechanical scarifying equipment capable of removing ¼-inch depth minimum across the cutting path in one pass.

561.03.3 Procedures

A. Hydrodemolition. Mechanical scarification equipment may be used in conjunction with hydrodemolition to remove the portion of the deck above the top mat of reinforcement. If the milling equipment snags reinforcing steel, adjust the depth of removal to prevent further snagging. Remove the remaining concrete to the specified depth using hydrodemolition.

Before beginning hydrodemolition, configure the hydrodemolition unit by adjusting water pressure, nozzle size and angle, nozzle travel speed and unit travel speed to remove sound concrete to the plan depth. Record all the settings and submit them to the Project Manager. During hydrodemolition, verify the removal depth every 30 feet along the length of the deck and along the width of the hydrodemolition path. Record the settings at each of these points and submit them to the Project Manager.

Use only potable water for hydrodemolition. Do not use stream or lake water. Plug all deck drains. Install dams of clean, washed aggregate, hay bales, sandbags, or other materials as needed to strain and to direct the flow of runoff. Provide and use settlement basins, if necessary, to produce visibly clear water before disposal. Do not allow wastewater or waste-cement slurry to run across active travel lanes. Obtain necessary permits before beginning the work and comply with applicable water quality regulations when disposing of the wastewater. Protect all adjacent areas and the traveling public from flying debris during removal operations.

B. Mechanical Scarification. Scarify the deck to the depth indicated in the contract. If the equipment snags reinforcing steel, stop work immediately and notify the Project Manager.

Remove concrete, in areas designated for removal that milling equipment cannot reach, with chipping hammers no larger than a nominal 15-pound class or other equipment as approved by the project manager. This work is measured and paid for as Bridge Deck Milling.

Thoroughly clean the deck of all aggregate, paste, residue, oil, and any other substance that may interfere with the repair or overlay concrete. Use cleaning methods that do not damage remaining concrete, reinforcing steel, or that cause debonding of remaining concrete and reinforcing steel.

Keep heavy loads off of reinforcing steel left unsupported by concrete due to concrete removal.

561.04 METHOD OF MEASUREMENT

See Subsection 151.01.1 for Design-Build Contracts.

Bridge deck milling is measured by the square yard of deck surface removed. No measurement will be made for mechanical scarification used in conjunction with hydro milling. Include costs associated with mechanical scarification used in conjunction with hydro milling in the unit price bid for Bridge Deck Milling.

561.05 BASIS OF PAYMENT

See Subsection 151.01.1 for Design-Build Contracts.

Payment for the completed and accepted work is made under the following:

Pay Item	Pay Unit
Bridge Deck Milling	Square Yard

SECTION 562
BRIDGE DECK REPAIR

562.01 DESCRIPTION

This work involves Class A and B deck repair as specified in the contract or identified by the Project Manager.

A. Class A Repair. Areas of removal and replacement of existing unsound deck concrete, no deeper than the top of the bottom mat of reinforcing steel.

B. Class B Repair. Areas of removal and replacement of existing unsound concrete full depth through the slab.

562.02 MATERIALS

Use Class Structure or Deck concrete for Class A and B repair unless otherwise approved. Obtain the Project Manager's approval before using rapid-setting concrete or polymeric concrete.

562.02.1 Reinforcing Steel

Furnish all reinforcing steel in accordance with Section 555 and Subsection 711.01.

562.03 CONSTRUCTION REQUIREMENTS

562.03.1 Submittals

Submit for review the following:

1. Any proposed rapid set or polymeric concrete product data sheets.
2. Description of deck preparation measures that will be used to promote a competent bond between existing and new concrete.
3. The method and materials used to contain, collect, and dispose of all debris generated by the removal, cleaning, and surface preparation process.

562.03.2 Equipment

Provide equipment in accordance with the following requirements:

1. Power-driven hand tools for removal of concrete with the following limitations:
2. Jackhammers of a nominal 30-pound class or smaller.
3. Operate jackhammers or other mechanical chipping tools at an angle of 45° or less from the deck surface.
4. To remove concrete from beneath a reinforcing bar in a Class A repair, use chipping hammers in a nominal 15-pound class or smaller.
5. Hand tools such as hammers and chisels for removing final particles of unsound concrete and to achieve final required depth.

562.03.3 Location and Inspection of Repair Areas

1. Complete milling operations, if included in the contract, prior to the locating of Class A or B repair areas
2. Use compressed air to dry the deck and to blow it clean of debris. The Project Manager will then locate and mark areas of Class A and Class B deck repair.
3. Notify the Project Manager if repair work reveals areas which differ from the marked areas.
4. If the Project Manager determines that an area of Class A repair or bridge deck milling has exposed more than minimal amounts of the bottom mat of reinforcing steel, the Project Manager may require Class B repair in that area. Do not perform Class B repair without prior approval.

562.03.4 Concrete Removal

1. For un-milled surfaces, first saw cut ½-inch deep around all Class A and B repair area edges.

2. Remove all delaminated, cracked, disintegrated, loose, or otherwise unsound concrete using mechanical equipment. Finish the removal with lightweight hand tools. Prevent cutting, stretching, or other damage to exposed reinforcing steel.

   If the Project Manager finds an excessive amount of unsound concrete while performing a final check on a removal area, rework that entire area.

3. The Project Manager may approve the use of high-pressure water-blast equipment for concrete removal. The Project Manager will suspend the use of such equipment at any time if the process produces unsatisfactory results.

562.03.5 Reinforcing Steel

If an existing reinforcing bar has less than 1-inch clearance from the newly finished concrete surface, remove concrete from under the bar, then press it down and fasten it in place to provide 1-inch clearance.

Replace any reinforcement bar that is corroded, cut, or damaged to the point that it has lost 25% or more of its effective cross-sectional area. Replace such bars with new ones of the same size. The Project Manager will determine splice locations where bars need cutting and splicing. Repair epoxy coating that is damaged on reinforcing bars during concrete removal operations.

Prior to placing new concrete, remove all rust, dirt, laitance, oil, or other foreign materials from reinforcement surfaces.

562.03.6 Placing and Finishing Concrete - Class A and B Repair

A. Repair

1. Prepare the surface as necessary in order to ensure a competent bond between the existing and repair concrete.
2. Use forms for new concrete in Class B repair areas. Do not attach forms to existing reinforcing bars unless approved by the Project Manager.
3. Repair concrete may be placed concurrently with an overlay if approved by the Project Manager. Provide a description of the proposed sequence and equipment to be used to place and consolidate the repair concrete ahead of the screed.
4. If repair concrete is not placed concurrently with an overlay, finish and cure the repair concrete as follows:
   a. If the repair concrete will not be the final grade, provide roughened surfaces to a full amplitude of 0.25-inch.
   b. If the repair concrete will be the final grade, provide broom finish.
   c. Cover the repair concrete with a single layer of clean, wet burlap immediately after completion of surface finishing.
   d. Place a minimum 4 mil polyethylene film over the burlap.
   e. For rapid-setting and polymeric concretes, cure according to manufacturer's recommendations. For other concrete, maintain the wet cure for a minimum of 72 hours.

B. Acceptance

1. Surface Smoothness will be checked in accordance with Subsection 552.03.11(B)(6). Correct areas identified by the Project Manager. Correct variations that prevent drainage from any part of the bridge deck.
2. A drag-chain survey will be conducted to determine the soundness of bond between the repair and the deck, placing emphasis on areas of visible cracking. Remove and replace areas that have debonded. The Project Manager may core the repair to determine depth of cracking. When directed by the project manager, seal cracks in repair concrete with a bridge deck crack sealant listed on the QPL. Apply the product in accordance with the manufacturer's recommendations. In cases of excessive cracking, the Project Manager may require removal and replacement of part of or all of a repair.
3. All corrective actions, including crack sealing are at Contractor expense.

562.04 METHOD OF MEASUREMENT

See Subsection 151.01.1 for Design-Build Contracts.

Class A bridge deck repair and Class B bridge deck repair are measured by the square yard of deck surface and includes the repair concrete. Areas of concrete removed by milling operations, even if deeper than plan, are not measured for payment in accordance with Class A bridge deck repair.

Areas of concrete removed by milling operations, which then require additional Class A or B repair, as determined by the Project Manager, are measured for payment.

When an area of Class A bridge deck repair is upgraded to Class B bridge deck repair, the area will be measured as Class B bridge deck repair.

Replacement of reinforcing bars will be measured and paid for in accordance with Subsection 109.04.1. Replace any reinforcing bars damaged by Contractor operations at Contractor expense. When not located in an area of Class A or B repair, work necessary to provide reinforcement clearance in accordance with Subsection 562.03.5 will be measured and paid for in accordance with Subsection 109.04.

562.05 BASIS OF PAYMENT

See Subsection 151.01.1 for Design-Build Contracts.

Payment for the completed and accepted quantities is made under the following:

Pay Item	Pay Unit
Class A or Class B Bridge Deck Repair	Square Yard

SECTION 563
MODIFIED CONCRETE OVERLAY

563.01 DESCRIPTION

This work consists of placing a bridge deck overlay of either a latex modified concrete or silica fume modified concrete. Select a single type of modified concrete overlay and use it for all locations shown in the contract.

563.02 MATERIALS

563.02.1 Cement

Furnish cement in accordance with Subsection 551.02.1. Use only one brand of cement in each overlay. Do not use Type III cement.

563.02.2 Aggregate

1. Use aggregate in accordance with Subsection 701.01.
2. Furnish aggregate in accordance with Table 551-2.
3. Use aggregate in a saturated surface dry (SSD) condition at the time of mixing concrete.
4. Test the moisture content using AASHTO T 255.
5. Document and submit the results for both total moisture content and for surface moisture content.

563.02.3 Latex Admixture

Use a latex admixture containing a polymer of 66% ± 5% styrene and 34% ± 5% butadiene, with the polymer comprising between 46% - 49% of the total emulsion. The emulsion must have a sodium alkyl sulfate stabilizer acting as an anionic surfactant, polymer average particle size between 1,900 and 2,500 angstroms, a weight of 8.43 to 8.52 lb./gal at 75 °F, and a pH between 9.5 and 11.0.

Always protect the latex admixture from temperatures below 32 °F and above 85 °F. Provide a thermometer capable of storing minimum and maximum temperatures and place it with any admixture stored on site. Replace admixture subjected to temperatures outside the range above at Contractor expense to the Department.

563.03 CONSTRUCTION REQUIREMENTS

563.03.1 Submittals

Submit for approval the following:

1. The method and materials used to contain, collect, and dispose of all debris generated by the removal, cleaning, and surface preparation process.
2. Details of the screed rail support system, including details of anchoring the rails and providing rail continuity, and of other equipment used to apply the overlay.
3. The methods that will be used to prepare the surface to ensure bonding of the overlay to the existing deck concrete.

563.03.2 Pre-placement Conference

Hold a pre-placement conference with a technical representative from the modified concrete supplier and the Project Manager at least 15 calendar days before the planned concrete placement. Present the mix design and methods of accomplishing all phases of the concrete overlay work.

563.03.3 Surface Preparation

Prepare the surface to ensure bonding between the surface and the overlay. Blow standing water out of depressions, holes, or areas of concrete removal with oil filtered compressed air. Protect the prepared surface from contamination using plastic sheeting or other means.

Deck preparation work may be performed in areas adjacent to newly placed overlay concrete. If this work begins less than 72 hours after overlay placement, perform the work with the following restrictions:

1. Wait a minimum of 1 day after placing the concrete to begin the adjacent surface preparation.
2. Always minimize the disturbance of burlap and plastic sheeting and maintain uncured concrete in a wet condition. Restore disturbed burlap and plastic sheeting as soon as possible.
   - Use no power tools heavier than 15-pound chipping hammers.
   - Operate air compressors on the deck only directly over piers or bents.
   - Prior to placement and completed cure of new concrete, allow no loads other than approved construction equipment on any part of the deck that has undergone surface preparation.

563.03.4 Mobile Mixing Equipment

Use mobile mixing equipment for batching Class Overlay-LM concrete. Do not use mobile mixing equipment to batch Class Overlay-SF concrete unless approved by the Project Manager.

Demonstrate that mobile mixing equipment meets the following requirements:

1. **Mixing Equipment.** Use self-contained, mobile, continuous-mixing equipment in accordance with the following requirements:
   a. A capacity to mix a batch of at least 8 yd^3. The machine capacity must allow finishing operations to proceed at a steady pace, with final finishing completed before formation of the plastic surface film.
   b. A positive means of controlling cement content entering the mix, complete with a recording meter visible at all times and a continuous printout of the accurately measured quantity.
   c. Positive control of the water, and the latex emulsion (if applicable), flow into the mixing chamber. Positive means to adjust the water flow for variations in aggregate moisture and a flow meter indicating the water quantity.

   The Project Manager will approve each mobile mixer used on the project based on a demonstration of its ability to produce concrete in accordance with the contract. Calibrate each mobile mixer in the presence of the Project Manager, using the following tests. Record all test results and required calculations and submit the data.

   Inform the Project Manager what moisture content (percentage) the fine and coarse aggregates will have on entering the mix. Dry or wet the stockpiles to within 0.5% of this percentage at the beginning of each work day. Take moisture readings on the stockpiles before calibrating the mixer trucks and before each day's placement of latex modified concrete. Record and submit the readings to the Project Manager. Perform yield, slump, and air content tests on concrete from each mixer in the Project Manager's presence.
2. **Cement Meter.** Obtain the operating speed (in revolutions per minute) and the approximate number of counts required on the cement meter to deliver one 94 pound bag of cement from the truck manufacturer's mix setting chart. Place at least 40 bags of cement in the cement bin. Place the mixer on a level surface and provide an electrical ground.

   Adjust the engine throttle to obtain the specified revolutions per minute (rpm). Discharge cement until the belt has made 1 complete revolution. Stop the belt and reset the cement meter to zero. Discharge approximately 1 bag of cement into a container while timing the discharge with a stopwatch. Record the number of counts on the cement meter and determine the mass of cement discharged on the Field Calibration form included in this specification. Repeat the process of discharging 1 bag at a time for a total of 6 runs. Reset the cement meter to zero each time.

At the end of the 6 runs, total the number of cement counts, the mass of cement discharged, and the times of each of the runs, in seconds.

Perform the following calculations:

a. Mass of cement per cement meter count. Divide the total mass of cement discharged in the 6 runs by the total number of counts on the meter for the 6 runs.

b. Counts per bag of cement. Divide 94 pounds by the mass of cement per cement meter count.

c. Cement discharge rate. Divide the total mass of cement for the 6 runs by the total of the times for each of the 6 discharges.

d. Discharge time for 1 bag. Divide 94 pounds by the cement discharge rate.

3. **Latex Throttling Valve.** Clear the latex strainer of any obstructions. Adjust the latex throttling valve to deliver 3.5 gallons of latex, or 30 pounds for each bag, or 94 pounds of cement, using the calculation results from Subsection 563.03.4(2), where necessary.

   With the unit operating at the specified rpm, discharge latex into a container for the discharge time for 1 bag calculated above and determine the weight of the latex discharged. Adjust the valve until the machine discharges 30 lbs. in the discharge time for 1 bag. Verify the accuracy of this setting by repeating the latex discharge 3 more times.

4. **Water Flow Meter.** Set the water flow meter to flow at the rate of 0.5 gallons per minute. Collect and weigh the water discharged during 1 minute with the equipment operating at the specified rpm to verify the discharge rate. Repeat the process with the flow meter adjusted to 1.5 gallons per minute.

5. **Aggregate Bin Gates.** Set the gate openings to provide aggregate at a rate matching the specified concrete mix proportions.

563.03.5 Concrete Placement

Place concrete in accordance with Section 551.

Install necessary bulkheads to the required grade and profile before placing any concrete. Alternatively, over-pour the end of the overlay by a minimum of 6 inches. Saw cut and remove the over-pour from the rest of the overlay.

Dispose of materials that dry out, set, or show evidence of loss of cement paste. Stop overlay placement on discovering those conditions and do the surface preparation again.

Strike off the modified concrete at a level ¼-inch above final grade. Complete hand finishing and texturing within 15 feet of the finishing machine. Float and vibrate the concrete as needed to provide a tight finished surface.

Vibrate concrete more than 3 inches thick internally, in addition to the vibration of the surface screed. After finishing the concrete, check for surface irregularities with a 10 foot straight edge. Correct surface areas that vary more than ⅛-inch in that distance.

563.03.6 Curing

Cure the overlay per Subsection 551.03.7.

563.03.7 Phased Construction

If the overlay is placed in phases, apply a bridge deck crack sealant to the phase line joint(s) after the overlay has cured. Furnish a bridge deck crack sealant in accordance with Subsection 717.02.2.

563.03.8 Acceptance

1. Cast at least 1 latex modified concrete cylinder for each day's overlay placement. Cure the cylinders with their matching deck segments. Break the cylinders at the end of the dry curing process to demonstrate the strength the overlay concrete has attained.

2. Correct areas identified by the Project Manager. Correct variations that prevent drainage from any part of the bridge deck. Do not start the process of saw cutting the transverse deck grooves until the Project Manager has approved all the finished repair work.
3. A drag-chain survey will be conducted to determine the soundness of bond between the repair and the deck, placing emphasis on areas of visible cracking. Remove and replace areas that have debonded. The Project Manager may core the repair to determine depth of cracking. When directed by the Project Manager, seal cracks in repair concrete with a bridge deck crack sealant listed on the QPL. Apply the product in accordance with the manufacturer's recommendations. In cases of excessive cracking, the Project Manager may require removal and replacement of part of or all of a repair.

All corrective actions required for acceptance are at Contractor expense.

563.04 METHOD OF MEASUREMENT

See Subsection 151.01.1 for Design-Build Contracts.

Bridge deck overlay is measured by the cubic yard of modified concrete overlay placed. Include the cost of trial batches in the unit cost of modified concrete overlay.

Transverse deck grooving is measured by the square yard in accordance with Subsection 552.04.

Bridge deck crack sealant applied to phase line joint(s) is not measured for payment. Include all costs associated with bridge deck crack sealant applied to phase line joint(s) in the modified concrete overlay item.

563.05 BASIS OF PAYMENT

See Subsection 151.01.1 for Design-Build Contracts.

Payment for the completed and accepted work is made under the following:

Pay Item	Pay Unit
Concrete - Class Overlay	Cubic Yard

SECTION 564
STRUCTURE TOLERANCES

564.01 DESCRIPTION

This work is meeting the specified tolerances for the listed structure elements.

564.02 RESERVED

564.03 CONSTRUCTION REQUIREMENTS

Meet the tolerances shown in Table 564-1. In case of conflicting tolerances, the tighter tolerance controls. Increase precision as necessary to meet other contract requirements.

TABLE 564-1
STRUCTURE TOLERANCES

Item	Tolerance Type	Tolerance
Substructure: Drilled Shafts	Horizontal Location	3 inches
	Top Elevation	+ 1-inch, - 3 inches
	Diameter	+ 3 inches, - ½-inch
	Deviation from Plumb	± 2%
Substructure: Walls, Footings, Columns	Horizontal Location	1-inch
	Elevation Exposed Concealed	 ± ¾ inch ± 1 inch
	Dimensions	+ ½-inch, - ¼ inch
	Deviation From Plumb	± 0.2%
Substructure: Piling	Horizontal Location Bent Caps Supported By Piles Piles Capped Below Final Grade	 2-inch 6-inch
	Edge Cover	4-inch, minimum
	Vertical (Cutoff Elevation)	± 1-inch
	Deviation From Plumb Or Batter	± 2%
Elastomeric Bearings	Horizontal Location	± ¼-inch
	Thickness	- 0, + ⅛-inch
	Length, Width	- 0, + ¼-inch
Bearing Plates (Shoes, Masonry, Embedded)	Horizontal Location	± ¼-inch
	Thickness	± 1/16-inch
	Length, Width	± ¼-inch
	Bevel Slope	± 0.002 Radians
	Deviation From Plane	± 1/16-inch
Beam seats	Deviation From Plane	± 1/16-inch
	% Slope, For Cast In Place Deck Superstructures	± 0.5%
	% Slope, For Deck Beam Superstructures	± 0.2%
	Elevation	+ 0, - ½-inch

Anchor bolts	Refer to Subsection 552.03.13	
Item	**Tolerance Type**	**Tolerance**
Superstructure	Dimensions	+ 1-inch, - ¼-inch
	Deck Form Elevation	+ ⅛-inch, - ¼-inch
	Deck Thickness	+ ¼-inch, - ⅛-inch
	Deck Smoothness (Parallel To Roadway Centerline)	± 3/16-inch per 10 feet
Strip Seal Joint Opening	Width	± ¼-inch
Pre-Stressed Concrete Beams	Refer to Subsection 553.03.15	
Steel Beams	Refer to Subsection 556.03.10	
Non Pre-Stressed Steel Reinforcement[1]	Cover	- ⅜-inch
	Location / Spacing	± 1-inch
	Drilled Shaft Top of Cage Elevation	+ 6-inch, - 3-inch
	Longitudinal Location of Bends in Bars and Ends of Bars	± 2-inch
	Embedded Length of Bars	
	No. 3 through 11 (No. 10 through 36) Bar Sizes	- 1-inch
	No. 14 through 18 (No. 43 through 57) Bar Sizes	- 2-inch
	Length of Bar Laps	
	No. 3 through 11 (No. 10 through 36) Bar Sizes	- 1-inch
	No. 14 through 18 (No. 43 through 57) Bar Sizes	Laps Not Permitted
Concrete Barrier Rail[2]	Tangents: Longitudinal, Straight Edge Deviation	± ¼-inch per 10 feet
	Curves: Longitudinal, Deviation from the Ideal Curve	± ¼-inch per 10 feet

Notes: 1. The Project Manager may approve requests for exceptions as necessary to avoid interference with anchor bolts or other conflicts.
2. Curved concrete barrier may be constructed of tangent segments, each having a maximum length of 10 feet.

In the event an item does not meet a specified tolerance, the Project Manager may approve an exception if it is determined that there will be no detrimental effect to the structure. If the Project Manager determines that a nonconforming item may be detrimental to the structure, submit a written plan for approval that details corrective action.

564.04 METHOD OF MEASUREMENT

See Subsection 151.01.1 for Design-Build Contracts.

Meeting the listed tolerances is not measured for payment.

564.05 BASIS OF PAYMENT

See Subsection 151.01.1 for Design-Build Contracts.

Meeting listed tolerances is incidental to the work. Include all costs associated with meeting the listed tolerances in the bid item that includes the structure item listed.

SECTION 565
BEARING DEVICES

565.01 DESCRIPTION

This work is the furnishing and placing of bearing devices.

565.02 MATERIALS

Furnish material in accordance with the following subsection requirements:

Elastomeric Devices.

Elastomeric Bearing Devices..... 711.14
Steel Laminates 711.14
Polytetrafluoroethylene (PTFE) 711.20
Stainless Steel Sheets 711.20

Fiber Reinforced Pads 711.16

Steel Bearing Plates 711.02

565.03 CONSTRUCTION REQUIREMENTS

565.03.1 General

Submit shop drawings as directed by the contract. Do not fabricate bearings prior to receiving approved drawings.

A. Packaging. Package and protect the bearings from damage and prevent contamination of the contact surfaces of the sliding elements during handling, transporting, and storage. Replace any bearing damaged by handling, transporting or storage at no cost to the State.

B. Installation of Elastomeric Devices. Place bearings on a level surface. Correct any misalignment of the support to form a level surface. The instantaneous temperatures of the sole plates must not exceed 300 °F when field welding the sole plate to the steel girder or base plates embedded in concrete beams. Replace any bearing damaged during installation at Contractor expense.

565.03.2 Bearing and Anchorage

Place masonry bearing plates on bearing areas that meet the contract requirements. Install bearing plates level to provide full bearing on the masonry.

Place masonry bearing plates on fiber reinforced pads in accordance with Subsection 711.16 that project a minimum ½-inch on all sides of the bearing plate.

Finish the bearing area to a level plane. The surface must not vary by more than 1/16-inch from a straightedge placed in any direction across the area. Extend the bearing area at least 1-inch beyond the bearing contact area. The finished elevation of the bearing surface must not vary by more than ⅛-inch from the specified beam-seat elevation unless otherwise approved by the Project Manager.

A. Steel Structures. Make allowances for bottom chord elongation due to dead load when setting shoes or bearing plates for steel truss spans.

Install bridge rocker shoes to be vertical under full dead load at 32 °F. Raise spans and make adjustments if the rockers are not correctly positioned with the final dead load on spans.

B. Steel Shims. Use steel shims when necessary to bring the masonry plates up to grade. Use shims of the same size as the masonry plate and a minimum ¼-inch thick.

565.03.3 PTFE Bearings

Furnish PTFE bearings composed of pure, unreinforced, polytetrafluoroethylene fluorocarbon resin sheets bonded to the elastomeric pads. Weld stainless steel sheets to the sole plates as shown in the contract. Use only new materials for the manufacture of the bearings with no reclaimed

material incorporated into a finished bearing. The dimensions of the finished bearings must meet the tolerances as specified in Section 564.

Unless otherwise approved by the Project Manager, furnish bearing assemblies, including the sole plates, as a complete unit from one manufacturing source.

Polish stainless steel in contact with the PTFE surface to a mirror bright finish as specified in ASTM A480, finish No. 8.

Edge weld the stainless steel sheets to the sole plates using E308L or E309L electrodes as specified in ASW A5.4 and Section 624, sized for the stainless steel sheet. Any portion of the weld that extends above the surface of the finish of the stainless-steel sheet must be ground to the surface of the sheet. Repair any imperfections in the finish of the stainless-steel sheet caused by welding or grinding prior to shipment.

Vulcanize bond steel backing plates and masonry plates, if any, to the elastomeric pad.

565.04 METHOD OF MEASUREMENT

See Subsection 151.01.1 for Design-Build Contracts.

Elastomeric devices are measured by each device required for 1 beam seat.

Fiber reinforced pads are not measured for payment.

Steel bearing plates are included in the cost of concrete beams but are measured in accordance with Subsection 556.04 if steel girders are supplied.

565.05 BASIS OF PAYMENT

See Subsection 151.01.1 for Design-Build Contracts.

Payment for the completed and accepted quantities is made under the following:

Pay Item	Pay Unit
Elastomeric Bearing Devices	Each
Elastomeric Bearing Devices-PTFE	Each

DIVISION 600 MISCELLANEOUS CONSTRUCTION

SECTION 601
WATER SERVICE LINES

601.01 DESCRIPTION

This work is constructing polyethylene, steel and copper water service lines, ½-inch through 2-inch nominal diameter.

601.02 MATERIALS

Furnish materials in accordance with the following subsection requirements:

Copper Pipe 709.10
Polyethylene Pipe 708.08
Seamless Steel Pipe 709.09

601.03 CONSTRUCTION REQUIREMENTS

Install water service lines, make all connections, and pressure test the system in accordance with the Montana Public Works Standard Specifications, and the contract.

Meet the requirements of Section 207 for trench excavation, foundation preparation, and backfilling.

601.04 METHOD OF MEASUREMENT

See Subsection 151.01.1 for Design-Build Contracts.

Water service lines are measured by the foot. Excavation to install service lines is not measured for payment.

601.05 BASIS OF PAYMENT

See Subsection 151.01.1 for Design-Build Contracts.

Payment for the completed and accepted quantities is made under the following:

Pay Item	Pay Unit
Water Service Line	Foot

SECTION 602
REMOVE AND RELAY PIPE CULVERT

602.01 DESCRIPTION

This work is removing pipe culverts from the specified locations, salvaging, and storing, disposing of, or cleaning and re-laying the removed pipe.

602.02 MATERIALS

A. Replacement Pipe. Replacement pipe for existing pipe not re-usable is specified in the contract.

B. Abandon Pipe. Use blown sand, pea gravel, or excavatable CLSM for fill material.

1. Blown sand must be clean, free draining, and free from organic or deleterious materials.
2. Pea gravel must be clean, uniformly graded, free from organic or deleterious materials, and 100% passing the ⅜ inch sieve.
3. Furnish excavatable CLSM in accordance with Subsection 551.03.2(F)(1).

602.03 CONSTRUCTION REQUIREMENTS

602.03.1 Culvert Removal

Remove pipe culverts without damaging the pipe. Replace pipe that is damaged by removal with equal lengths of pipe, at Contractor expense. The replacement pipe must be the same type and diameter and in equal or better condition than the removed pipe before it was damaged.

Store removed pipe at the specified locations.

Backfill pipe removal locations within the new roadway template section in accordance with Subsections 203.03.2 and 203.03.3.

602.03.2 Relaying Culverts

Clean out pipe to be re-laid of dirt, rubbish, and other materials and relay in accordance with Section 603.

602.03.3 Restoration and Maintenance of Existing Pavement

Restore and maintain existing pavement structures disturbed during the removal or relaying of pipe culverts in accordance with Subsection 603.03.5.

602.03.4 Abandon Pipe

A. Fill and Abandon Pipe. Place fill material the entire length of the existing pipe to be abandoned so it is completely filled. Ensure that no obstruction or segment of collapsed pipe inhibits placement of fill material. Cap the ends of pipes to prevent material from escaping.

B. Plug Ends and Abandon Pipe. Place fill material into the pipe for a minimum distance of 10 feet from each end and cap in a manner that prevents material from infiltrating the abandoned pipe.

Crushing the ends is an acceptable means of capping pipes composed of ductile materials.

602.04 METHOD OF MEASUREMENT

See Subsection 151.01.1 for Design-Build Contracts.

602.04.1 Remove Pipe Culverts

Pipe culvert removal is measured by the foot of pipe removed.

Excavation required to remove pipe culverts is not measured separately for payment.

602.04.2 Relay Pipe Culverts

Relay pipe culvert is measured by the foot along the flowline of the re-laid lengths.

Excavation required to relay pipe culverts is not measured separately for payment.

602.04.3 Abandon Pipe

A. Fill and Abandon Pipe. This work is measured based on the volume of material required to fill existing pipes. The volume will be determined based on the nominal diameter and effective length of the pipe to calculate the cubic yards of material required.

B. Plug Ends and Abandon Pipe. This work is measured by each pipe once capping is complete.

602.05 BASIS OF PAYMENT

See Subsection 151.01.1 for Design-Build Contracts.

Payment for the completed and accepted quantities is made under the following:

Pay Item	**Pay Unit**
Fill and Abandon Pipe	Cubic Yard
Plug and Ends and Abandon Pipe	Each
Relay Pipe Culvert	Foot
Remove Pipe Culvert	Foot

Payment for all costs associated with excavation required for removing or relaying pipe culverts is included in the contract unit price per foot of remove or relay pipe culvert.

SECTION 603
CULVERTS, STORM DRAINS, SANITARY SEWERS, STOCKPASSES, AND UNDERPASSES

603.01 DESCRIPTION

This work is furnishing and installing culverts, storm drains, sanitary sewers, stock passes, underpasses, further referred to as pipe.

603.02 MATERIALS

Furnish materials in accordance with the following subsection requirements:

Bituminous Coated Corrugated Steel Pipe, Pipe Arches, Steel Structural Plate Pipe and Pipe Arches 709.04
Concrete Pressure Pipe 708.02
Corrugated Aluminum Pipe and Pipe Arch Culverts..... 709.07
Corrugated Aluminum Pipe for Underdrains 709.08
Corrugated Steel Pipe and Pipe Arches 709.02
Corrugated Steel Pipe for Underdrains..... 709.06
Culvert Sealers 707.02
Ductile Iron and Steel Water Pipe..... 709.01
High Density Polyethylene Pipe 708.08
PVC Sewer and Drain Pipe 708.05
PVC Water Pipe 708.06
Polyethylene Corrugated Drainage Pipe or Tubing..... 708.07
Pre-coated, Galvanized Steel Culverts and Underdrains 709.05
Reinforced Concrete Pipe 708.01
Seamless Steel Pipe 709.09
Steel Structural Plate Pipe and Pipe Arches..... 709.03

Materials will be acceptance inspected at the manufacturing source.

Aluminized FETS may only be used in conjunction with aluminum pipe or poly coated pipe.

603.03 CONSTRUCTION REQUIREMENTS

603.03.1 General

The locations and pipe lengths shown in the contract are an estimate only and may be revised. Order pipe using only the Project Manager furnished list of lengths.

Repair or replace pipe damaged during delivery, storage, or placing at Contractor expense.

When the contract allows optional types of pipe material for culverts at specific locations, any of the material types shown in the contract may be used for that installation.

Provide the Project Manager in writing, at the pre-construction conference, a list of proposed materials for use at each location. Optional material is allowed.

The type and quantity of material for bidding is listed in the contract in columns under the heading "Basic Bid Items". The information in these columns is what would be required to complete the planned installation using the "Basic Bid Pipe", which is steel, when it is an option. If steel is not an option, concrete pipe is the basic bid pipe. Include terminal sections, and connection hardware, where required.

Each pipe size is paid for at the contract unit price and is full compensation for the pipe regardless of the pipe optioned by the Contractor. Only work shown in the "Basic Bid Items" columns in the contract is paid for at a given installation, and the quantities are based on measurements for the basic pipe. Additional work that is required due to field conditions and not associated with the selected pipe is measured and paid for on quantity changes that would result if the basic bid pipe

had been installed. All pay items required for installation are measured and paid for based on the basic bid pipe in the contract. Pay items not required for installation of the selected pipe will not be measured and paid for.

Strut pipe arches if specified in the contract.

603.03.2 Excavation and Foundation Preparation

Excavate and prepare the pipe foundation as specified in Section 207.

Place bedding material in accordance with Section 207 and the Detailed Drawings.

603.03.3 Installation

A. Prefabricated Non-metal Pipe. Lay non-metal pipe on the foundation in standard lengths starting at the outlet end, with the groove or bell ends upgrade. Recess the bell ends into the foundation.

Join the pipe ends to form a positive, tight-fitting joint by applying uniform pressure along the entire circumferential ends of the sections. Place pipe, using methods that prevent pipe damage. Replace pipe damaged during placing at Contractor expense.

Make the joints watertight for round concrete pipe, used for irrigation, storm drainage, or sanitary sewage, or other purposes subject to continuous flow, sealing them with rubber gaskets in accordance with Subsection 707.02.1. Use flexible plastic joint seal compound for concrete arch pipe joints that meet Subsection 707.02.2 requirements.

The culvert joints for normally dry installations may be sealed with rubber-type gaskets or an approved joint-sealing compound, except where open joints are specified.

Construct angles, turns, and branch connections using pre-fabricated sections or construct as shown in the Detailed Drawings.

Construct pipe dead ends and branches using closed ends or stoppers of equal strength to the pipe wall, cemented to the pipe.

Flared end terminal sections used with concrete pipe may be precast standard sections or cast in place as shown in the Detailed Drawings.

Cap one end of concrete pipe tee sections that connect to median inlets when specified. Use a prefabricated cap or construct a cap of reinforced concrete and connect to the tee section forming a watertight joint with a strength equal to the pipe wall strength.

Keep all trenches dry when placing pipe and until the joint filler has cured.

B. Prefabricated Corrugated Metal Pipe. Place the pipe on the foundation with each section approximately 1-inch apart. Follow the pipe manufacturer's instructions for connecting joints. Connect the sections with bolted coupling bands shaped to fit the formed pipe. Tap the coupling bands with mallets as the bolts are tightened.

The difference in diameter of abutting pipe ends to be coupled must not exceed ½-inch.

Do not damage the pipe coating.

Culverts for siphons are designated as CSP Siphon or CSP irrigation.

Construct field joints following the manufacturer's instructions for the type of pipe and coupling bands or devices used.

Construct the field joints for corrugated metal pipe to maintain the pipe alignment and prevent the fill material from infiltrating the joints. Provide circumferential and longitudinal strength using the structural joint performance criteria of Division 2, Section 23 of the AASHTO Standard Specifications for Highway Bridges. Ensure the field joints for siphon and irrigation pipe installations are watertight and meet Subsection 709.02 requirements. Correct all installations not meeting any of these requirements at Contractor expense.

Conduct all required water-tightness tests on siphon and irrigation pipe installations using MT 420 or an approved procedure.

Cap one end of steel and aluminum pipe tee sections that connect to median inlets. Use a metal cap of equal thickness to the pipe wall and attach it to the tee section forming a watertight joint of equal strength to the pipe wall strength.

Field coat aluminum or Type II aluminized pipe to be in contact with fresh concrete with an asphalt mastic in accordance with AASHTO M 243 over the full surface to be in contact. The asphalt container's label must provide the following information:

1. Name of product.
2. Specification.
3. Lot number.
4. Date of manufacture.
5. Quantity of mastic in container; and
6. Manufacturer's name and address.

Separate aluminum pipe coupled to dissimilar metals by either a bituminous-coated coupling, polyvinyl sheeting, painted with rubber-based paints, or use aluminized steel.

C. Structural Plate Types. Follow the manufacturer's field erection recommendations and the contract requirements. Do not start work until the Project Manager and Contractor have the manufacturer's specifications and instructions at the work site.

Do not place backfill until all plates in a ring are complete and all bolts in the structure are tightened to the manufacturer's specifications.

Compact backfill using hand-operated compaction equipment within 6 feet of the pipe neat lines.

Tighten all bolts in the assembly to the pipe manufacturer's torque specifications.

Long-span structure requirements are specified in the contract.

Match the existing pipe section extensions for existing steel structural plate pipe and pipe arch culverts and stock passes. Remove beveled ends on existing pipe, install the new pipe sections, and re-install or replace the beveled ends as specified.

Pipe end treatment and slopes are detailed in the contract.

Replace damaged structural plates at Contractor expense.

D. Ductile Iron Pipe. Lay pipe to the specified line and grade, installing all appurtenances as specified. Uniformly support the pipe throughout its length, except at joints. Make depressions in the foundation for bells, couplings, or other connectors at joints.

Bring the pipe to grade by working the material along the barrel of the pipe, leaving the joints un-supported. Flare, grind, file, or machine the pipe cut ends to make the connections. Prevent foreign material from entering the pipe during the work.

Do not deflect pipe beyond the manufacturer's allowable tolerances.

Inspect fittings for cracks, blowholes, chips, and coating damage before installation. Replace defective fittings.

Lower fittings into the trenches without damaging the inside lining or outside coating.

Install concrete thrust blocks against undisturbed soil.

Make pipe joint connections following the manufacturer's recommendations.

E. Storm Drain Manhole and Trunkline Connections.

1. **Pipe to Manhole Connections.** Install the pipe entering the manhole wall so the pipe end is flush with the inside wall of the manhole as shown in the Detailed Drawings.

Design joints and furnish gasket and sealant materials in accordance with ASTM C923. Use a manhole sleeve at joint connections for corrugated pipes.

Alternatively, with the approval of the Project Manager, grout the connection with a non-shrink grout if ASTM C923 cannot be met

2. **Stub Connections to Trunklines.** Place the stub pipe with the pipe end projecting a maximum of 2 inches into the trunkline. Contour the projecting end to match the trunklines inside wall. Grout the connection using a commercial non-shrink grout.

F. Embankment Protectors. Construct embankment protectors as shown in Detailed Drawings. Include the flared end section, the 18-inch CMP, the reducer, and the bends in the total length of embankment protector.

603.03.4 Backfilling

A. General. Backfill material is placed above the bedding material and around the exposed pipe. Use backfill material free of sticks, sod, frozen soil, or other deleterious matter. Do not permit stones, rocks, chunks of broken concrete, or other material larger than 3 inches within the top 2 feet of the top and sides of water and sanitary sewer lines and within 1-foot of the pipe top and sides for all other installations.

Replace the top 2 feet of backfill for excavations in existing roadway sections "in-kind".

Place backfill material in maximum 6-inch layers loose thickness and compact. Extend the backfill material placed above the excavation limits or the ground line beyond each side of the pipe equal to twice the pipe diameter or 12 feet, whichever is less.

Compact backfill equally on each side of the pipe to at least 1-foot above the pipe top. Meet the moisture and density requirements of Subsection 203.03.3.

Use equipment and methods for backfilling and compacting that do not distort, misalign, or damage the pipe. Replace pipe that is distorted, misaligned, or damaged at Contractor expense.

Do not allow heavy equipment to pass over any pipe until at least 4 feet or one-half pipe diameter of backfill, whichever is greater, is placed and compacted over the pipe.

B. Rock Embankment. Install pipes placed in blasted or fractured rock embankments as follows:

1. Envelope the exposed pipe surface above the level of the bedding trench with graded bedding material.
2. Extend the envelope to ½ the nominal pipe diameter or 3 feet, whichever is greater. Completely surround the pipe with graded bedding material when a bedded trench is not specified.
3. Use graded bedding material in accordance with Subsection 701.04.1; placed and compacted in accordance with Subsection 603.03.4(A).

603.03.5 Restoration and Maintenance of Existing Pavement

Restore the existing pavement excavated for pipe installation using material equal to or better than the in-place pavement. Restoration includes replacing and compacting excavated aggregate base with materials equal to those in the existing roadway and placing either CLSM or new plant mix surfacing equal to the existing, but not less than 3 inches in thickness. Place and compact the replacement plant mix surfacing to match the adjacent pavement providing a smooth riding surface, including the joints.

Maintain the restored areas in good condition until the new surfacing is placed.

603.04 METHOD OF MEASUREMENT

See Subsection 151.01.1 for Design-Build Contracts.

603.04.1 Pipe

Pipe is measured by the foot in place from end-to-end of the installed structure along the bottom or pipe invert. Gasket material, specified coatings, coupling bands, bolts, bands, fittings, tees, risers, end sections, joint testing, restoring disturbed pavement, flared ends, beveled, skewed, and similar shapes or special designs, riser pipe lengths, riser tee sections and field cast concrete bends and connections are not measured separately but are included in the pipe lengths measured.

Storm drain and sanitary sewer are measured by the foot from manhole center to manhole center.

Excess pipe installed and not ordered by the Project Manager is not measured for payment.

603.04.2 Excavation

Excavation is not measured for payment.

603.04.3 Granular Bedding, Bedding, and Foundation Material

A. Granular Bedding. Granular bedding material is measured by the neat line in cubic yard in place for pipes 54-inch and greater in diameter. Include the cost of granular bedding material for pipes less than 54-inch diameter in the cost of the pipe. Firmly tamp the granular bedding under the pipe haunches.

B. Bedding Material. Include the cost of bedding material for pipes less than 54-inch diameter in the cost of the pipe. Firmly tamp the bedding material under the pipe haunches.

C. Foundation Material. Foundation Material is measured by the neat line cubic yard in place.

603.04.4 Embankment Protectors

Embankment protectors are measured by the foot of installed pipe and include all necessary hardware.

603.05 BASIS OF PAYMENT

See Subsection 151.01.1 for Design-Build Contracts.

Payment for the completed and accepted quantities is made under the following:

Pay Item	Pay Unit
Bedding and Foundation	Cubic Yard
Embankment Protector	Foot
Granular Bedding	Cubic Yard
Pipe (Type and Size)	Foot

Payment for all costs associated with excavation, foundation preparation and backfilling is included in the unit price bid per foot of pipe.

No additional payment will be made for CLSM used as bedding material.

SECTION 604
MANHOLES, COMBINATION MANHOLES AND INLETS, AND INLETS

604.01 DESCRIPTION

This work is constructing manholes, combination manholes and inlets, and inlets.

604.02 MATERIALS

Furnish materials in accordance with the following section and subsection:

Reinforcing Steel..... 555 and 711.01

604.02.1 General

Furnish manholes, inlets, combination manholes and inlets in accordance with AASHTO M 199 Precast Reinforced Concrete Manhole Sections (equivalent to ASTM C478 Specification for Circular Precast Reinforced Concrete Manhole Sections) and the contract documents. Use only precast manufacturers listed on the QPL.

604.02.2 Concrete

Furnish Class General concrete or equivalent in accordance with Section 551, except that precast concrete manhole riser sections must have a minimum 4,000-psi 28-day compressive strength.

604.03 CONSTRUCTION REQUIREMENTS

604.03.1 General

Construct and install the structures as specified in the contract.

604.03.2 Excavation

The Project Manager will establish the lines and grades for structure excavation.

Compact foundations in accordance with Subsection 203.03.3 to provide full bearing for the structures.

604.03.3 Backfill

Uniformly place backfill around structures in maximum 6-inch deep loose layers and compact in accordance with Subsection 203.03.3.

Maintain the established structure lines and grades while backfilling.

604.04 METHOD OF MEASUREMENT

See Subsection 151.01.1 for Design-Build Contracts.

604.04.1 Manhole and Inlet Structure Bases

Manhole and Inlet Structure bases are measured by the each for the first 5 vertical feet of the structure. Manhole and Inlet Structures less than 5 feet from the structure invert to the top of the manhole lid or inlet grate is one manhole or inlet base.

Structures exceeding 5 feet will include an additional barrel.

604.04.2 Additional Barrel

Additional Barrels are measured by the foot as the vertical distance from the structure invert to the top of manhole lid or inlet grate or additional barrel minus the 5-foot base.

604.04.3 Concrete Apron

Concrete Apron is measured by the each.

604.04.4 Curb and Drop Inlet Frame and Grate, and Manhole Frame and Lid

Curb and Drop Inlet Frame and Grate, and Manhole Frame and Lid are measured by the each.

604.04.5 Median Inlet

Median Inlets as shown in the Detailed Drawings and plans are measured by the each and include all materials.

604.05 BASIS OF PAYMENT

See Subsection 151.01.1 for Design-Build Contracts.

Payment for the completed and accepted quantities is made under the following:

Pay Item	Pay Unit
Manhole Structure Base	Each
Inlet Structure Base	Each
Additional Barrel	Foot
Concrete Apron	Each
Curb Inlet Frame and Grate	Each
Drop Inlet Frame and Grate	Each
Manhole Frame and Lid	Each
Median Inlet	Each

Payment for all costs associated with excavation and backfill required for above items is included in the contract unit price of each respective drainage item.

SECTION 605
CONCRETE BARRIER RAIL

605.01 DESCRIPTION

This work is the construction and installation of temporary and permanent concrete barrier rail.

605.02 MATERIALS

A. Concrete Barrier. Furnish materials in accordance with the following section and subsection:

Linear Delineation System 704.04
Reinforcing Steel..... 555 and 711.01

B. Temporary Alternative Designs. Alternative barrier design meeting NCHRP-350 or MASH TL-3 crash testing may be used. Submit proof of crash testing compliance 14 calendar days prior to installation.

605.02.1 Concrete

Furnish Class Deck concrete in accordance with Section 551. SCC Mixtures may be considered provided they meet the requirements of Subsection 551.03.2(A)(8)(c).

605.03 CONSTRUCTION REQUIREMENTS

605.03.1 Fabrication Submittals

Submit the following information:

1. A tentative fabrication schedule.
2. A mix design in accordance with Section 551.
3. The product data sheet for proposed cure and seal product.
4. Any other information necessary to fabricate and install the product.

Do not begin fabrication until the Department approved submittals are received by both the Contractor and the Project Manager.

Coordinate the fabrication schedule with the Project Manager.

605.03.2 Sampling, Handling, Batching, and Mixing

Sample, handle, batch, and mix materials for concrete in accordance with Subsection 551.03.3.

605.03.3 Forms and Forming

Meet the form requirements in Subsection 552.03.3.

605.03.4 Placing Concrete

Place concrete in accordance with Subsection 552.03.4 and 551.03.5.

605.03.5 Weather and Temperature Limitations

Meet the requirements of Subsection 551.03.6 when constructing concrete barrier rail in hot or cold weather conditions.

605.03.6 Curing Concrete Barrier Rail

Cure concrete barrier rail in accordance with Subsection 551.03.7. Apply liquid cure and seal compound immediately after form removal. Furnish material in accordance with Subsection 717.01.4 requirements.

605.03.7 Testing and Acceptance of Concrete Barrier Rail

A. Sampling and Testing. Meet all requirements of Subsection 551.03.8(B).

B. Acceptance of Concrete Barrier Rail. Permanent concrete barrier rail is evaluated on a lot-by-lot basis in accordance with Subsection 551.03.8(C) for Class Deck Concrete except for the following:

1. An individual lot is defined as 30 concrete barrier rail units or one day's production, whichever is less.

2. A minimum of one standard compressive strength set will be made for each lot.

605.03.8 Form Removal

Remove lateral support forms only when it does not damage the concrete. Do not interrupt curing and protection in excess of 30 minutes for form removal. Replace all damaged units at Contractor expense.

605.03.9 Finish on Exposed Surfaces

Apply an ordinary finish to surfaces not smooth and uniform in texture and appearance in accordance with Subsection 552.03.11.

605.03.10 Handling, Transporting, and Storage

Include on each fabricated piece of barrier rail a permanent identification number representing the date fabricated and Lot number associated with that days pour. Place the number in the same location on each piece. The ID must be visible when the barrier rail is pinned and in place on the project.

The number may be cast into the concrete or attached after the curing period is complete. Numbers must be legible.

Notify the Department when forms will be stripped, and markings applied. All numbers must be verified by inspection within 48 hours of removal of forms. Track all barrier rail supplied to Department projects. Submit the lots and identification numbers representing all barrier rail to be included for the project.

The concrete barrier rail may be moved from the casting area to an adjacent staging area when they have reached 75% of design strength and the strength is adequate to prevent damage. Replace all cracked or broken items at Contractor expense.

Handle, transport, and store precast concrete items without damage. Replace or repair all damaged units at Contractor expense. Transport the concrete barrier rail from their casting or adjacent staging location only after strength tests indicate the lot they represent has reached the design strength. If shipping is desired before the Department's 28-day acceptance tests are performed, supply compressive strength results representing the lot of concrete to the Department indicating design strength has been met. Ensure this testing is conducted by an ACI certified technician. Final acceptance of the concrete barrier rail will be based on the Department's test results for acceptance.

605.03.11 Install Concrete Barrier Rail

Install concrete barrier rail meeting the contract requirements and the Detailed Drawings.

605.03.12 Reset Concrete Barrier Rail

Reset concrete barrier rail as specified in the contract.

605.03.13 Linear Delineation Systems

Install linear delineation systems in accordance with Subsection 619.03.14.

605.03.14 Temporary Barrier Rail. Furnish, install, maintain, and remove temporary barriers as required by the contract and manufacturer's instructions. Terminate the ends of temporary concrete barrier with a temporary impact attenuator or with approved blunt end protection as stated in the contract. Blunt end protection not shown on the plans is at the Contractor's expense.

Place 3″ x 4″ retroreflective markers every 10′ on the top of the temporary rail. Chip Seal tabs and raised rigid pavement markers are prohibited. Ensure reflective markers are in place on existing barrier rail and/or guardrail adjacent to temporary rail.

When required by the contract, anchor the barrier in accordance with the Detailed Drawings.

605.04 METHOD OF MEASUREMENT

See Subsection 151.01.1 for Design-Build Contracts.

605.04.1 Concrete Barrier Rail

Concrete barrier rail is measured by each 10-foot section. Connections to the existing barriers are included in the cost of the rail.

Measurement does not include those portions of barrier constructed as an integral part of sign foundations.

605.04.2 Temporary Barrier Rail

Temporary barrier rail will be measured by the linear foot of barrier placed to protect or channelize traffic as specified in the plans. Transition pieces are incidental to the temporary barrier rail bid item. Temporary impact attenuators will be measured for payment. Loading the barrier on a trailer or transport to move it to a new location or set up will be paid for as a new installation.

605.04.3 Reset Barrier Rail

A. **Concrete Barrier Rail.** Reset concrete barrier rail is measured by each 10-foot section.

B. **Temporary Barrier Rail.** Reset temporary barrier rail is measured by the linear foot and includes the complete reinstallation and removal of a temporary barrier that was previously installed and moved to a new installation or location. Using equipment or manpower to push, pull, lift, drag, or otherwise move the barrier rail to a new location or set up is defined as a reset.

Installation or resetting of temporary barrier rail required by the Contractor's operations and not shown on plans, or the repair or replacement of temporary barrier rail damaged by the Contractor, will not be measured for payment. Removal and replacement of installations damaged by traffic will be measured for payment.

605.04.4 Concrete Barrier Rail Transition

Concrete barrier rail transitions are measured by each 10-foot section.

605.04.5 Concrete Barrier Rail Terminal Section

Concrete barrier rail terminal sections are measured by each 10-foot section.

605.04.6 Remove Concrete Barrier Rail

Remove concrete barrier rail is measured by each 10-foot section.

605.04.7 Temporary and Reset Barrier Rail - Anchored

When required by the contract, anchored barrier rail is measured by the linear foot of barrier placed.

605.04.8 Temporary Impact Attenuator

Temporary end protection is measured in accordance with Subsection 606.04.8.

605.05 BASIS OF PAYMENT

See Subsection 151.01.1 for Design-Build Contracts.

Payment for the completed and accepted quantities is made under the following:

Pay Item	Pay Unit
Concrete Barrier Rail	Each
Concrete Barrier Rail Transition	Each
Concrete Barrier Rail Terminal Section	Each
Remove Concrete Barrier Rail	Each
Temp. Barrier Rail	LNFT
Temp. Barrier Rail – Anchored	LNFT
Temp. End Protection	See Subsection 606.04.8
Reset Temp. Barrier Rail	LNFT
Reset Temp Barrier Rail – Anchored	LNFT

SECTION 606
GUARDRAIL

606.01 DESCRIPTION

This work is the furnishing, installing, removing, resetting, replacing, and revising metal beam guardrail, cable guardrail, and box beam guardrail.

606.02 MATERIALS

Furnish steel beam guardrail, cable guardrail, and box beam guardrail materials in accordance with the following section and subsection requirements:

Box Beam Guardrail	Detailed Drawings
Guardrail Reflectors	704 and Detailed Drawings
Steel Beam Guardrail and Fittings	705.01.1
Steel Guardrail Post	705.01.5
Wood Guardrail Posts and Blocks	705.01.2
Wire Rope and Connecting Hardware	705.02

Furnish all new materials. Do not use refurbished material unless specified in the contract documents.

606.03 CONSTRUCTION REQUIREMENTS

606.03.1 General

Install guardrail meeting the requirements of Detailed Drawings and the contract. Install all guardrail, terminal sections, and impact attenuators according to the manufacturer's instructions. Submit the installation instructions at least 15 calendar days prior to the installation.

Submit a completed Contractor's Certificate of Compliance for Guardrail Items (form MDT-CON-606-03) prior to installing guardrail items. At the Project Manager's request, provide documentation that each item or system of guardrail installation meets NCHRP 350 or MASH requirements.

The Project Manager will establish the line and grade for the terminal sections. Establish the line and grade between the terminal sections.

Correct all vertical and horizontal misalignment to the specified line and grade at Contractor expense. Optional terminal sections must be installed within 12 hours from the time the rail is exposed when conditions prevent completion in one working day. Approved temporary end treatments must be installed to protect blunt ends, ends of barriers, fixed objects, or other obstacles within the clear zone if left for more than 12 hours. Temporary end treatments are not measured for payment. Place, at Contractor expense, object markers at maximum 50-foot spacing to delineate partial installation areas when work on those installations is not active.

Excavate the postholes and drive the posts using methods and equipment that do not damage the adjacent pavement.

Stop post driving that heaves the adjacent pavement more than ½-inch in 10 feet, measured using a 10-foot straightedge parallel to the pavement.

Level and repair all damaged surfaces around the installed posts.

Use only steel or wood guardrail posts for new metal beam guardrail runs unless wood posts are specified.

Where the contract specifies extending an existing guardrail run, the Contractor may use either the existing post type or other approved post types in the extension. Use the post type specified for terminal sections.

When wood posts and blocks are damaged, cut or bored after treatment, treat the injuries in accordance with Subsection 706.04.1.

606.03.2 Installing Posts

Complete guardrail widening prior to new post installation.

Install posts in accordance with manufacturer recommendations. Drive posts unless conditions require excavation and backfilling. If the posthole is excavated, compact the posthole bottom, insert the post, and backfill and compact around the post in 6-inch loose layers ensuring the material is at optimum moisture before placing and compacting the next layer. Maintain the post line and grade.

Replace all posts damaged by post driving.

Maintain the post alignment as the posts are driven.

Fill the area between the surrounding ground and the post by backfilling and tamping. Re-compact the loose material around the post and level the area as directed.

Remove, replace, or re-install misaligned, loose, or damaged posts at Contractor expense.

When driving wood posts, pilot holes approximately 6 inches in diameter may be used when necessary.

606.03.3 Metal Beam Guardrail Erection

Install metal beam guardrail, including the terminal sections and bridge approach sections as shown in the Detailed Drawings and in accordance with the contract.

Splice the metal rail sections with the lap in the direction of traffic. Construct splices, laps, and terminal connectors as shown in the Detailed Drawings and in accordance with the contract. Splice the terminal connectors for attaching the rail sections to the bridge ends by lapping as shown in the Detailed Drawings.

Tighten the bolts through the splices and mounting bolts "snug tight".

Ensure the bolts project at least ¼-inch beyond the nut. Place the bolt heads on the traffic side of the guardrail.

Drilling or cutting in the field is only allowed for special connections and sampling. Do not use cutting torches to cut guardrail or make bolt holes. Obtain Project Manager approval prior to drilling bolt holes or cutting guardrail for special connections.

Paint holes, slots, or cut ends in metal guardrail caused during installation with an approved galvanizing paint. Spot paint all bruised, broken, scaled, or damaged spelter coating on metal parts following the paint manufacturer’s recommendations after the guardrail is installed.

606.03.4 Stiffened Guardrail Sections

Construct stiffened guardrail sections as shown in the Detailed Drawings.

606.03.5 Box Beam Guardrail

Construct box beam guardrail and bridge approach sections as shown in the Detailed Drawings.

606.03.6 Cable Guardrail

Furnish and install cable guardrail and terminal sections in accordance with the Detailed Drawings and the contract. Install the posts plumb without damaging the post and its protective coating. For terminal sections, set the end posts, backfill and machine compact the backfill material in 4-inch lifts.

Install reflectors in accordance with Section 704 on every other post in the guardrail run excluding posts in the terminal sections that curve away from the driving lanes.

606.03.7 Raise Guardrail

Unbolt the W-beam and block from the guardrail post, raise and re-bolt through the upper hole of the guardrail post.

606.03.8 Remove Guardrail

Remove and salvage the existing guardrail from the specified locations in accordance with Section 202. Replace all guardrail damaged during removal at Contractor expense. Dispose of removed materials not designated to be salvaged.

Load all salvaged guardrail materials from the project, transport and unload it at the specified location or as directed.

Backfill and compact the postholes left from post removal using clean material or crushed base or top surfacing, to the base of the adjacent bituminous surfacing. Apply a light asphalt spray to the hole sides and bottom and backfill with asphalt surfacing. Compact the plant mix surfacing as specified.

Do not cut off and leave existing posts in place.

606.03.9 Revise Guardrail Elements

Revise the guardrail elements as specified. The items include but are not limited to W-beam sections, bridge approach sections and terminal sections.

606.03.10 Nested W-Beam Guardrail Sections

Construct nested guardrail as shown in the Detailed Drawings.

606.03.11 Reset Guardrail Items

Reset existing guardrail items to the specified locations in the contract. Meet all the requirements of this section and the Detailed Drawings.

Remove the rail elements or cable, and completely remove the post. Backfill and compact the posthole bottom, re-install the posts, and compact the backfill around the post in accordance with Subsection 606.03.2, and replace the rail elements or cable to the specified height.

Replace all guardrail materials damaged during the work at Contractor expense.

Correct all horizontal and vertical alignment in the guardrail to the specified line and grade.

606.03.12 Optional Terminal Sections

Supply the optional terminal section(s) as listed in the contract meeting the requirements for the specified item. Furnish MASH tested W-Beam terminal sections listed on the QPL. The items include but are not limited to metal guardrail terminal sections and box beam terminal sections. When new terminal sections tie into existing rail, it may be necessary to raise the existing rail to match the new terminal section height. Transition a minimum of 50 feet.

606.03.13 Guardrail End Terminal Section Widening

Furnish and place embankment material or gravel to widen the roadway to accommodate guardrail extensions or new optional terminal sections as shown in the Detailed Drawings. This work may also include the removal of sanding material and shaping of the existing soils to achieve positive drainage.

Compact widening to a minimum of 90% of maximum density with no optimum moisture requirement.

606.03.14 Impact Attenuator

Obtain complete drawings and material costs for construction and bidding purposes from the manufacturer. Install the device in accordance with the manufacturer’s details and specifications.

Use Class General concrete in accordance with Subsection 551.03.2, for the required concrete pad. Ensure the existing concrete pad meets the manufacturer’s specifications if replacing the existing attenuator.

Do not remove the existing guardrail until the attenuator is on the project site and has been inspected and approved for use.

606.03.15 Temporary Impact Attenuator. Install devices at the locations shown of blunt or exposed ends of barriers or fixed objects in accordance with the manufacturer's installation instructions. The device must be installed within 12 hours from the time the obstacle is exposed.

Maintain at least one complete set of repair parts on the project at all times to repair or replace attenuators, which may be damaged during construction.

Attach the impact attenuator to the concrete barrier rail or other fixed objects using the manufacturer's approved transition section. Follow all manufacturers' instructions and guidance during the installation. Furnish and install all transitions, mounting hardware, and other necessary items.

Repair or replace damaged attenuators within 12 hours.

Remove the device within 48 hours of when the obstacle no longer exists. The devices remain the property of the Contractor after completion of the project.

606.04 METHOD OF MEASUREMENT

See Subsection 151.01.1 for Design-Build Contracts.

606.04.1 Metal Guardrail

Metal guardrail, excluding terminal sections, is measured by the foot from center-to-center of the end posts of each section.

606.04.2 Optional Terminal Sections

Optional terminal sections are measured by the unit as shown in the Detailed Drawings, unless otherwise specified, for each type specified. When transitions are needed to tie into existing rail, the labor and equipment necessary to perform this work is not measured for payment and is to be included in the price for optional terminal sections.

606.04.3 Bridge Approach Sections

Bridge approach sections, including tapered curbs, are measured by the unit for each type specified as shown in the Detailed Drawings.

606.04.4 Stiffened Guardrail Sections

Stiffened guardrail sections are measured by the foot from center-to-center of the end posts of each stiffened section as shown in the Detailed Drawings.

606.04.5 Box Beam Guardrail

Box beam guardrail is measured by the foot, excluding the terminal sections, as shown on the Detailed Drawings.

606.04.6 Cable Guardrail

Cable guardrail is measured by the foot, excluding the terminal sections.

606.04.7 Cable Guardrail Terminal Sections

Cable guardrail terminal sections are measured by the unit.

606.04.8 Impact Attenuators

Impact attenuators are measured by the unit as specified in the contract.

A. Temporary Impact Attenuators. Temporary impact attenuators are measured for each complete installation shown on the plans. This includes furnishing, installing and the removal of one attenuator, one time.

B. Reset. Temporary Impact Attenuator is measured by each and includes the complete reinstallation and removal of a temporary attenuator that was previously installed on the project and was moved to a new location.

Temporary removal/resetting of an attenuator to protect the same obstacle will not be measured for payment.

Removal, replacement, and repair of installations shown on the plans damaged by traffic will be paid in accordance with Subsection 109.04. Installations and installations not shown on plans, or the repair or replacement of temporary impact attenuators damaged by the Contractor will not be measured for payment.

606.04.9 Raise Guardrail

Raise guardrail, including terminal sections, is measured by the foot from center-to-center of the end posts of each section.

606.04.10 Remove Guardrail

Remove guardrail is measured by the foot from center-to-center of end posts of each section removed. Material and equipment necessary for backfill and compaction of post holes is not measured for payment and is to be included in the price for remove guardrail.

606.04.11 Revise Guardrail Elements

Revise guardrail elements are measured by each element revised, as specified in the contract.

606.04.12 Nested W-Beam Guardrail Sections

Nested guardrail is measured by the foot, as shown in the Detailed Drawings.

606.04.13 Reset Guardrail Items

Reset guardrail items are measured by the unit as specified in the contract.

Material and equipment necessary for backfill and compaction of post holes is not measured for payment and is to be included in the price for reset guardrail.

606.04.14 Guardrail End Terminal Section Widening

Optional terminal section widening is paid by each end section completed. Include the cost of topsoil, seeding and fertilizer used in the widened areas in the unit bid price for optional terminal section widening.

606.05 BASIS OF PAYMENT

See Subsection 151.01.1 for Design-Build Contracts.

Payment for the completed and accepted quantities is made under the following.

Pay Item	Pay Unit
Box Beam Guardrail	Foot
Bridge Approach Section	Each
Cable Guardrail	Foot
Cable Guardrail Terminal Section	Each
Guardrail End Terminal Section Widening	Each
Impact Attenuators	Each
Metal Guardrail	Foot
Nested Guardrail Sections	Foot
Optional Terminal Section	Each
Raise Guardrail	Foot
Remove Guardrail	Foot
Reset Guardrail	Foot
Reset Guardrail Items	Unit
Stiffened Guardrail Sections	Foot

Revise guardrail elements is paid for in accordance with the appropriate section.

SECTION 607
FENCES

607.01 DESCRIPTION

This work is constructing, removing, and resetting barbed wire, combination barbed and woven wire, chain link fences and gates.

607.02 MATERIALS

Furnish materials in accordance with the following section and subsection requirements:

Chain Link Fence 712.01
Hydraulic Cement Concrete 551
Wire Fence 712.02

Fence material acceptance test samples will be taken from the materials delivered to the project.

607.02.1 Snow Fence

Furnish all timbers, lumber and hardware as specified.

1. Lumber used must meet the Western Wood Products Association requirements, or equivalent grading rules. Grade lumber with a nominal thickness of 2 inches as structural light framing #2 grading or better. Grade lumber with a nominal thickness of 1-inch as boards #3 common or better. All lumber must meet ASTM D245.
2. All treated material must meet the requirements of Subsection 706.04 or the special provisions.

607.03 CONSTRUCTION REQUIREMENTS

607.03.1 General

Construct fencing before any other work is performed on all parcels of land. This requirement may be waived where the Contractor has obtained a landowner written waiver. The waiver must state a completion date agreed to by the landowner and the Contractor for completing the fence work.

Maintain all existing fence enclosures. Close Contractor fence openings using new permanent fence, or use temporary fence, cattle guards, or watchman where new permanent fence cannot be constructed the same day.

Temporary fence may be used in place of new permanent fence if approved.

607.03.2 Fence Preparation

Fence preparation consists of removal of vegetative and ground surface obstacles prior to actual fence installation. For fence preparation, clear only those portions of brush, shrubs, and vegetation interfering with the fence installation. Cut off, trim, or mow interfering vegetation without exposing bare soil in, or adjacent to, stream banks, natural drainages, or wetlands. Dispose of the resulting debris, slash, branches, etc. in accordance with Subsection 201.03.5. Avoid or minimize injury or damage to remaining vegetation. Do not grub, excavate, grade, or disturb the soil surface, unless in direct conflict with fence wire.

Soil disturbance associated with fence preparation, both inside and outside the construction limits, may not be included in the SWPPP permit. If disturbance of soil is unavoidable, revise and update the SWPPP, and install appropriate erosion and sediment control features (i.e., BMPs) as required. Prior to fence installation, seed all exposed soil in accordance with the contract requirements. The seeding dates specified in the contract do not apply to this seeding.

Prior to commencing work that alters or disturbs the bed or banks of any stream or its tributaries, obtain authorization from FWP; commonly referred to as the SPA 124.

Prior to conducting any work that results in the placement, or discharge of soils into waters of the United States, including wetlands, obtain a COE Section 404 authorization.

Prior to conducting any work in State waters, including wetlands, that causes an increase in turbidity; obtain a 318 authorization from the DEQ.

Use equipment that minimizes disturbance to soil and vegetation (i.e., low pressure rubber-tired equipment, wide tracked low-weight tractors, etc.) in fence preparation areas, for setting fence posts and installing fencing material. If it is necessary to operate equipment in wetlands, place and operate the equipment on mats, or utilize other measures as necessary to avoid or minimize soil and vegetation disturbance. When installing fence posts and fencing, utilize measures, including hand work, to avoid or minimize soil and vegetation disturbance in streams and natural drainages and on, or adjacent to, stream banks.

607.03.3 Constructing Chain Link Fence

Construct chain link fence as specified in the contract and in accordance with the following requirements:

A. Posts. Set posts vertically, spaced at maximum 10-foot centers, measured parallel to the ground surface.

Set posts for 5, 6 and 8-foot fence in concrete. Set end, corner, and pull posts for 3 and 4-foot fence and line posts connected by bracing to end, corner, or pull posts in concrete. Drive or set in concrete, line posts on 3 and 4-foot fence as specified.

Use the footing dimensions and post embedment depths shown in the Detailed Drawings. Crown concrete footings to shed water.

Do not damage posts while driving them. Backfill and compact the voids around posts.

Set line posts placed in solid rock without soil overburden, at least 14 inches deep. When in solid rock, set end, corner, gate, and pull posts at least 20 inches deep. Excavate or drill holes to a minimum width or diameter 1-inch greater than the largest dimension of the post being set.

Cut posts to the required length before installing. The Contractor may use an even post length set deeper into the solid rock at Contractor expense.

For metal posts placed in bored rock holes or consolidated soils, set the post plumb and fill the holes with cement grout that meets the requirements of Subsection 713.04. Work the grout into the holes to eliminate voids. Concrete footings are not required where posts are set in bored holes.

Place posts, set in solid rock covered by soil or loose rock, to the specified depths or to the minimum solid rock depths specified above, whichever is less. When solid rock is encountered before reaching the specified depth, construct concrete footings from the solid rock to the top of the ground on 5, 6 and 8-foot fence and on end, corner, and pull posts for 3 and 4-foot fence. Grout around that part of the post that is in solid rock.

Check that all posts are solid once they are driven, backfilled, or concrete is placed.

B. Top Cable or Rail. Furnish a ⅜-inch diameter galvanized steel cable for the top brace. Pass the top cable through the line post tops, providing a continuous brace from end-to-end of each fence section.

Use a top rail in place of the top cable when fences are used in low-speed residential applications. Join top rail sections using sleeve-type couplings. Fasten the top rails to the terminal posts using pressed steel fittings.

C. Fence Fabric. Place chain link fabric for 6 and 8-foot fence on tangents, on the post face away from the highway. On 3, 4, and 5-foot fence, place the fabric as directed. On curves, place the fabric for all fence heights on the outside face of the posts on curves.

Place the chain link fabric on a straight grade between posts, leveling high points on the ground. Obtain the Project Manager’s approval to fill in depressions along the fence line.

Stretch taut and securely fasten the fabric to the posts. Stretching by motor vehicle is prohibited. Use stretcher bars and fabric bands spaced at 1-foot intervals to fasten to end, gate, corner, and pull posts. Cut the fabric and attach each span independently at all pull and corner posts. Fasten fabric to line posts at 14-inch intervals with tie wire, metal bands, or other approved fasteners. Fasten the top edge of the fabric to the top rail or cable with tie wires spaced at 18-inch intervals.

Join rolls of wire fabric by weaving a single strand into the ends of the rolls forming a continuous mesh.

When a winged cattle guard is located in a chain link fence, extend the wire fabric beyond the post supporting the wing and securely fasten it to the wing.

D. Tension Wire. Attach a tension wire to the bottom of the chain link fabric using ring fasteners at 24-inch maximum intervals and secure at the terminal posts or pull posts using brace bands.

E. Gates. Fasten chain link fabric to the gate frame end bars using stretcher bars and fabric bands, and to the top and bottom of gate frame bars using tie wires for the chain link fence, or by other approved standard methods.

Clean welded connections on steel gate frames with burned spelter coating by wire brushing, to remove all traces of the welding flux and loose or cracked spelter. Paint the cleaned areas with two coats of zinc oxide-zinc dust paint mixed in a weight ratio of one part zinc oxide to four parts zinc dust.

Provide the drop-bar locking device for double metal gates with a 12 x 15-inch square deep Class General concrete footing crowned at the top. Provide a minimum 6-inch hole in the footing to receive the locking bar.

F. Panels. Install panels as shown in the Detailed Drawings.

Double panels at fence corners and angle points consist of one corner post, two line posts, two braces, two truss rods, two top rails, concrete, and other fixtures. Single panels at gates and fence ends consist of one gate or end post, one line post, one brace, one truss rod, one top rail, concrete, and associated fixtures.

607.03.4 Constructing Barbed and Woven Wire Fence

Construct barbed, smooth and woven wire fences meeting the contract requirements and the following:

1. Posts and Braces. Excavate post holes, footing excavations, and anchors as shown in the Detailed Drawings.

Wood posts may be driven. Repair or replace all damaged posts at Contractor expense.

Treat cut or trimmed areas on posts and braces with 3 applications of Ammoniacal Copper Zinc Arsenate (ACZA) or copper naphthenate (CuN) solution containing a minimum of 2% copper metal in accordance with AWPA M4.

Securely nail braces to terminal and brace posts.

Metal posts not specified to be set in concrete may be driven. Place and grout metal posts placed in rock as specified.

Furnish a watertight cap to fit and remain secure over the outside top of circular metal posts.

Backfill and compact post hole material in 6-inch loose lifts.

Dampen holes before placing concrete. Ensure the concrete has set before placing and stretching the fence wire or attaching gates to the posts and braces.

2. Placing Wire. After the posts, braces, and footings are set, place the woven wire and/or barbed wire, stretch it tightly, and fasten to the posts.

Apply tension following the wire manufacturer's recommendations with a mechanical or other approved wire stretcher. Do not use motor vehicles to stretch fence.

Diagonally drive U-shaped staples across the wood grain so both points enter different grains. Where wire uplift occurs, drive staples with the points slightly upward. On level ground and over knolls, drive staples slightly downward. Staple the wire tightly at corner, end, and pull posts. The staples on line posts must allow wire movement without damaging the wire.

Place deadmen as shown in the Detailed Drawings at grade depressions, alignment angles, and other places where stresses might pull posts from the ground or out of alignment.

Install one metal line post in each 500-foot wood post fence run and in smaller runs between gate post ends for lightening protection.

Construct gates as shown in the Detailed Drawings and in accordance with Subsection 712.02.

3. **Fence Panels.** Install panels as shown in Detailed Drawings.

607.03.5 Temporary Fence

Erect temporary fence to keep livestock and traffic out of the work area. Temporary fence may remain in place only during the work or until the fence is directed to be removed.

Use Type F3M as temporary fence for livestock enclosures. Construct all temporary fence from metal posts and materials in accordance with Section 712. Use the minimum number of braces, panels, deadmen, and other accessories for constructing temporary fence.

Undamaged material used in the temporary fence that meets specifications may be used in the permanent fence. Material not used in permanent fencing remains the Contractor's property.

Remove temporary fence at Contractor expense.

607.03.6 Remove and Reset Fence

When removing and resetting a fence, furnish all required materials over and above the usable salvaged fence that are new materials in accordance with Section 712. Required new materials are listed in the contract. Use, to the extent practical, materials of the same type and quality as those of the old fence that meet of Section 712 requirements.

Replace rotten, damaged, or broken posts and rusty, unusable wire with new material. Do not use any galvanized materials with abraded or broken coating.

Furnish all additional fence wire required for depressions.

Carefully handle and stockpile, at designated locations, all removed fence determined to be salvageable.

607.04 METHOD OF MEASUREMENT

See Subsection 151.01.1 for Design-Build Contracts.

607.04.1 New Fence

New fence is measured by the foot. The measurements are made on the fence line along the top wire or rail or along a line parallel thereto, from end post to end post including wing fences to structures. Gates, cattle guards, or other openings are measured separately. Double sections of fence erected across depressions are measured for payment. All other temporary closures are included in the measurement of temporary fence.

607.04.2 Remove and Reset Fence

Remove and reset fence is measured by the foot. Measurement of reset fence in place is made in accordance with Subsection 607.04.1.

New posts and wire required to reset the removed fence is measured as follows:

1. Wood and metal posts are measured by the unit.
2. Barbed wire is measured by the foot; and
3. Woven wire is measured by the foot.

The post and wire quantity specified in the contract is an estimate only. The actual quantity required to complete the work will be paid for at the contract unit price.

Panels required for remove and reset fence are not measured for payment.

607.04.3 Gates

Gates are measured by the foot from center to center of adjacent fence posts.

607.04.4 Fence Panels

Single and double fence panels are measured by the unit. Where R/W monuments are set, the construction of the corner gap as shown in the Detailed Drawings is not measured for payment. Include the cost of this construction in the adjacent panel(s).

607.04.5 Deadman

Deadman are measured by the unit. Anchors are not measured for payment.

607.04.6 Dozer Operation

Dozer operation is measured by the hour in accordance with Subsection 210.04.1. When dozer operation is not a bid item, it is incidental to and included in other fencing items.

607.04.7 Remove Fence

A. **Replaced with New Fence.** When the removed fence is being replaced with new fence, the existing fence removal is not measured for payment.

B. **Without New Fence.** Remove fence is measured by the foot in place before removal along the top wire, or on a line parallel thereto, exclusive of gates, cattle guards, and other openings.

C. **Postholes.** Backfill and compact the postholes left from post removal using clean material or crushed base. Do not cut off and leave existing posts in place.

607.04.8 Fence Preparation

Fence preparation is not measured for payment but is incidental to the fencing items.

607.04.9 Temporary Fence

Temporary fence is measured by the foot. The measurements are made on the fence line along the top wire or along a line parallel thereto, from end post to end post. Temporary braces, panels, gates and deadmen are not measured for payment. Temporary fence materials ordered by the Contractor but not used in the work will not be measured for payment. Temporary fence removal is not measured for payment.

607.05 BASIS OF PAYMENT

See Subsection 151.01.1 for Design-Build Contracts.

Payment for the completed and accepted quantities is made under the following:

Pay Item	Pay Unit
Deadman	Each
Dozer Operation	Hour (see Subsection 210.05)
Fence Panels	Each
Gates	Foot
New Fence	Foot
New Wood or Metal Posts	Each
Remove and Reset Fence	Foot
Remove Fence	Foot
Temporary Fence	Foot

When the removed fence is being replaced with new fence, the cost of removing existing fence is included in the contract unit price per foot of new fence.

Fence preparation is not paid for but is included in the contract unit price of the fencing items.

SECTION 608
CONCRETE SIDEWALKS

608.01 DESCRIPTION

This work is the construction of concrete sidewalks and the installation of Detectable Warning Devices (DWDs) at the locations shown in the contract.

608.02 MATERIALS

Furnish materials in accordance with the following section and subsection requirements:

Hydraulic Cement Concrete 551
Joint Materials 707.01
Reinforcing Steel ..... 555 and 711.01

Use cast iron DWDs having a natural grey finish. Ensure gray iron castings are manufactured from iron conforming to ASTM A48 Class 30B, as noted in AASHTO M 306.

Furnish DWDs listed on the QPL.

608.03 CONSTRUCTION REQUIREMENTS

Construct concrete sidewalks as specified in the contract and as follows.

608.03.1 Subgrade and Forms

Excavate and shape the foundation to the specified width and grade.

Compact subgrade in accordance with Subsection 203.03.3. Place and compact aggregate base to the specified thickness.

Use and install forms in accordance with Section 552 and Subsection 609.03.

608.03.2 Concrete

Furnish and place concrete in accordance with Section 551.

Place reinforcing steel as specified.

Dampen the foundation and forms immediately before placing concrete.

Do not place concrete on a frozen foundation course or subgrade.

Construct sidewalks in accordance with Subsections 501.03.15 and 501.03.16. For PCCP and sidewalks subject to traffic loads (i.e., approaches) refer to Subsection 501.03.13 before opening to traffic.

Apply cure immediately upon completing the broom finish. Apply cure in accordance with Subsection 551.03.7.

608.03.3 Detectable Warning Devices

A. General. Install DWDs as shown in the Detailed Drawings. If DWDs require cutting or modification, locate non-factory edges on the exterior side of DWD installation.

B. Retro-Fitting. Saw cut from existing sidewalk the minimum area required to allow installation. Remove the old sidewalk to full depth within the cut area. Place new concrete meeting Section 608 requirements and install DWD in accordance with manufacturer recommendations.

608.03.4 Warranty

Concrete sidewalk, curb and gutter, median curb, and median cap are subject to a 1-year performance warranty.

The Project Manager has sole authority to determine concrete performance following the 1-year warranty period. The 1-year warranty period starts on the date of the completion of the final concrete placement in each calendar year and ends one year from that defined date. The Project Manager will give written notice to the Contractor of the beginning of the warranty period.

Defective concrete is defined as the presence of scaling, cracking, pop-outs, spalling, or any other deficiency identified by the Project Manager. Deficient Concrete is referenced in the Department's Concrete Warranty Administration Guide. The Project Manager will notify the Contractor in writing of observed deficiencies that occur within the warranty period. Submit a detailed repair plan to the Project Manager within 14 calendar days of the notification of required repairs.

Damage from Department or local maintenance activities, vandalism or other causes beyond the control of the Contractor is not subject to the warranty.

Replace deficient concrete to the nearest contraction joint or as approved in the repair plan. Acceptance of repair work will be in accordance with Subsection 105.03.1. Restore pavement markings and furnish traffic control at no additional cost to the Department.

Complete warranty work within 30 calendar days of the approved repair plan unless otherwise approved in writing by the Project Manager.

608.04 METHOD OF MEASUREMENT

See Subsection 151.01.1 for Design-Build Contracts.

Concrete sidewalk is measured by the square yard, including wheelchair ramps and concrete under detectable warning devices.

DWDs are measured by the square yard installed and accepted. Retro-Fitting DWDs, removal of existing devices, and concrete sawing and removal are not measured separately for payment.

A. Contracts with Sidewalk Work Not in Conjunction with Roadway Reconstruction. Reinforcing steel, expansion joint material, bond breaker, excavation or embankment, crushed gravel base, and disposal of material associated with the work are not measured for payment.

B. All Other Contracts. Reinforcing steel, expansion joint material, bond breaker, disposal of material, and crushed gravel base is not measured for payment. Excavation or embankment associated with the work is measured by the cubic yard.

608.05 BASIS OF PAYMENT

See Subsection 151.01.1 for Design-Build Contracts.

Payment for the completed and accepted quantities is made under the following:

Pay Item	Pay Unit
DWD – Type 1	Square Yard
Sidewalk-Concrete	Square Yard

A. Contracts with Sidewalk Work Not in Conjunction with Roadway Reconstruction. The cost of reinforcing steel, expansion joint material, bond breaker, excavation or embankment, crushed gravel base, and disposal of material associated with the work are included in the contract unit price of sidewalk.

B. All Other Contracts. The cost of reinforcing steel, expansion joint material, bond breaker, crushed gravel base, and disposal of material associated with the work are included in the contract unit price of sidewalk. Excavation or embankment associated with the work is paid for in accordance with the specified type of earthwork.

SECTION 609
CURBS AND GUTTERS

609.01 DESCRIPTION

This work is constructing curbs, integral curb and gutter, median curbs, and furnishing and installing precast concrete curbs.

609.02 MATERIALS

Furnish materials in accordance with the following section and subsection requirements:

Air-entrained Class General Concrete.....551
Bituminous Mixtures.....401
Joint Materials.....707.01
Reinforcing Steel.....711.01
Pavement Markings 714

609.03 CONSTRUCTION REQUIREMENTS

609.03.1 General

Construct curbs and integral curb and gutter having uniform surfaces and true lines. Remove and replace curb sections that prevent drainage or proper joining of subsequent work at Contractor expense.

Material may be placed adjacent to curbs and curbs and gutters 24 hours after the curbs or curbs and gutters are placed if no damage is caused. Correct any damage at Contractor expense.

Construct curb and gutter prior to any adjacent surfacing work.

609.03.2 Foundation and Forms

Excavate, prepare, and compact cast-in-place curb and curb and gutter foundations in accordance with Subsection 203.03.3.

Use full depth metal or straight-grained finished lumber forms, free of warp or irregularities, and having the strength to resist springing or deviation from alignment and grade. Securely stake and brace forms with headers and clamps. Clean and oil form surfaces in contact with concrete before placing the concrete.

609.03.3 Cast-in-Place Curb and Gutter

Moisten the foundations and forms immediately before placing concrete.

Place and consolidate the concrete in uniform layers not exceeding 6-inch loose depth.

Do not place concrete on a frozen foundation course or subgrade.

Construct concrete curb in accordance with Subsections 501.03.15 and 501.03.16.

Once the concrete has its initial set, remove the forms and repair honeycombed and rough surfaces using 1:2 mortar. Use wooden floats to remove form marks or other irregularities. Apply a brush finish to the final surface using an approved brush before the concrete sets. Finish all concrete edges, including those at expansion joints, to the required radii.

Water cure concrete or use a curing compound in accordance with Subsection 551.03.7. Water cure, keeping the concrete wet for 7 calendar days after finishing.

609.03.4 Slip-formed Concrete Curb and Gutter

Concrete curb and gutter may be constructed using a curb forming or slip-form machine.

609.03.5 Precast Concrete Curbs

Furnish precast curb in accordance with Section 554.

609.03.6 Painting Curbs

Paint curbs, island curbs, and median curbs in accordance with Section 620.

609.03.7 Warranty

Concrete curb and gutter, median curb, and median cap are subject to a 1-year warranty as defined in Subsection 608.03.4.

609.04 METHOD OF MEASUREMENT

See Subsection 151.01.1 for Design-Build Contracts.

Curb, integral curb and gutter, and median concrete curb are measured by the foot along the face of the curb at the flow line.

Paint and painting are measured by the gallon in accordance with Subsection 620.04.

A. Contracts with Curb, Integral Curb and Gutter, Median Curb, and Precast Concrete Curb Work Not in Conjunction with Roadway Reconstruction. Reinforcing steel, expansion joint material, bond breaker, excavation or embankment, crushed gravel base, emulsified asphalt, backfill and/or necessary plant mix surfacing, and disposal of material associated with the work are not measured for payment.

B. All Other Contracts. Reinforcing steel, expansion joint material, bond breaker, disposal of material, and emulsified asphalt is not measured for payment. Excavation or embankment associated with the work is measured by the cubic yard.

609.05 BASIS OF PAYMENT

See Subsection 151.01.1 for Design-Build Contracts.

Payment for completed and accepted quantities is made under the following:

Pay Item	Pay Unit
Curb	Foot
Integral Curb and Gutter	Foot
Median Concrete Curb	Foot
Curb Paint	Gallon

A. Contracts with Curb, Integral Curb and Gutter, Median Curb, and Precast Concrete Curb Work Not in Conjunction with Roadway Reconstruction. The cost of reinforcing steel, expansion joint material, bond breaker, curing compound, excavation or embankment, crushed gravel base, emulsified asphalt, backfill and/or necessary plant mix surfacing, and disposal of material associated with the work are included in the contract unit price of curb and gutter.

B. All Other Contracts. The cost of reinforcing steel, expansion joint material, bond breaker, curing compound, emulsified asphalt, and disposal of material associated with the work are included in the contract unit price of curb and gutter. Excavation or embankment associated with the work is paid for in accordance with the specified type of earthwork.

SECTION 610
RE-VEGETATION

610.01 DESCRIPTION

This work is re-establishing vegetative cover on specified areas with salvaged topsoil in accordance with Subsection 203.03.6 or furnished topsoil, seeding, planting, fertilizing, mulching, composting, soil retention blankets, and sodding.

610.02 MATERIALS

Furnish materials in accordance with the following subsection requirements:

Compost	713.13
Fertilizer	713.09
Mulch	713.10
Reclamation Seed	713.08
Sod	713.11
Rolled Erosion Control Products	713.12
Topsoil	713.05
Water	713.01
Weed Control Mat	713.06

610.03 CONSTRUCTION REQUIREMENTS

610.03.1 Furnished Topsoil

When topsoil is a bid item, furnish topsoil and notify the Project Manager of the proposed topsoil source(s) as soon as possible after the contract award. Topsoil from proposed sources may be used only after sample tests show the material is acceptable.

Complete topsoil areas to the lines, grades, and elevations specified. Do not place topsoil until the designated areas are prepared and all construction work in the area is completed.

Scarify or rip slopes to be top soiled.

Break up ordinary sod and soil containing grass roots into maximum 2-inch clumps.

Remove and dispose of, at Contractor expense, all clods, rocks, large roots, litter, and other foreign material exceeding 4 inches in its greatest dimension from the topsoil before placing it on the roadway and before final acceptance. Break up the topsoil to an average 4 inches deep.

610.03.2 Seeding, Fertilizing, and Mulching

These requirements apply to establishing vegetation on areas disturbed by the work. Landscaping interchange areas, rest areas, urban areas, and other areas are specified elsewhere in the contract.

A. General. Work the areas to be seeded to the specified line and grade before seeding and fertilizing.

Seed all disturbed areas. Permanent seeding of the finished slopes may require multiple seeding. Fertilizing, mulching, composting, permanent erosion control blanket placement and seeding are specified in the contract.

After all condition seedbed surface, seeding, and fertilizing work is complete, remove and dispose of any oversize material that protrudes 4 inches or more above the conditioned seedbed surface.

B. Seeding Season. The seeding season is October 1st through May 15th. Obtain the Project Manager's approval to seed outside this period. If contract time has been stopped awaiting the seeding season, contract time assessment will resume when the seeding begins or October 15th, whichever occurs first.

C. Condition Seedbed Surface. Condition the seedbed surface area by killing growing weeds, removing, or mowing old weedy growth, tilling, disking, harrowing, or scarifying compacted areas, and compacting unstable areas.

Condition all seeding areas unless otherwise directed. The Project Manager may exclude wet, soft, or rocky areas from conditioning.

Cultivating, tilling, harrowing, disking, and similar work may, if approved, be performed any time after the contract is awarded.

Break up tight or compacted soils into 2-inch or smaller pieces. Remove or repair discs, harrows, cultipackers, and similar equipment not in good operating condition. Operate disking, harrowing, and soil tilling equipment at right angles to the natural slopes.

Prepare soil using equipment that produces a rough-textured surface ready for seeding and mulching. Operate equipment normal to the natural slopes. The final surface must be 1 to 1½ inches below the tops of curbs, catch basins, and other structures.

Re-scarify areas to be broadcast seeded within 48 hours before seeding.

D. Seed Distribution

1. General. Apply seed within 48 hours of the final seedbed conditioning.

Do not broadcast seed or hydraulic seed when weather conditions prevent uniform seed distribution.

Do not cover seed with more than ½-inch of soil.

The seed application rate is specified in the contract.

2. Drill Seeding. Drill seed Area 1 and Area 3 using equipment that regulates the seed application rate and planting depth. Acceptable drills are custom seeders, furrow drills, disc drills, or other approved drills. If seed-sowing equipment does not have press wheels, compact the seed using a cultipacker once the ground has been drilled.

Maintain uniform seed distribution in the drill hopper during the work.

Operate all seeding related equipment at right angles to the slope.

Regulate planting depth with depth bands or coulters. Use a drill box partitioned by dividers a maximum of 24 inches apart.

Seed rows a maximum of 8 inches apart and at right angles to the slope.

3. Broadcast Seeding. Hand seeding or mechanical seeding of Area 2 is preferred for all areas where drill seeding is not possible or practical. These areas include narrow medians, or areas too small to effectively operate drill seeding equipment.

4. Hydraulic Seeding. Hydraulic seeding is permissible for Area 2 only when specified or if broadcast seeding is not possible due to steep slopes or unstable footing. Do not use hydraulic seeding without the Project Manager's prior approval.

Perform hydraulic seeding in two operations:

a. Apply the seed with a small amount of specified mulch for visual metering (500 lbs. per acre).

b. Apply the remaining mulch, and/or compost, along with fertilizer, if specified. See Subsection 610.03.2(F)(5).

c. Start application within 60 minutes after adding seed to the tank.

E. Application of Fertilizer. When broadcasting seed, apply the fertilizer separately.

When drill seeding, do not apply seed and fertilizer in a single mixture. The fertilizer must be applied separately, either broadcast before seed application, or surface banded during seeding.

F. Mulching

1. General. Use the mulch type specified in the contract.

Apply mulch to seeded areas within 24 hours after seeding without disturbing the seedbed surface.

Do not apply mulch to ground having free surface water or if wind prevents uniform distribution.

2. Application of Vegetative Mulch. Uniformly apply vegetative mulch with a mulch spreader at the specified rate once seeding and fertilizing are completed.

Secure all vegetative mulch to the slopes with a non-asphalt based tackifier containing either plant derived hydrocolloid or polymeric materials. Add the tackifier to the fertilizer/mulch slurry when wood cellulose or recycled paper fibers are used as an over-spray onto the straw/hay mulch.

Tuck vegetative mulch on slopes 3H:1V or flatter into the seedbed. Use a mulch tiller for tucking. Operate the equipment perpendicular to the slope.

Use mulch tillers having round, notched blades approximately ¼-inch thick by 18 inches in diameter spaced 8 inches apart that force the vegetative mulch at least 3 inches into the soil. Equip tillers with disc scrapers.

If temporary erosion controls are needed, straw tucking followed by permanent seeding within the seeding season are acceptable measures.

3. Applying Hydraulic Mulch and Hydraulic Soil Amendments. Mix and apply hydraulically applied products in accordance with the manufacturer's written instructions and at a rate for the soil type, surface conditions, and slope steepness. Apply in successive passes as necessary to achieve the specified application rate. Equip the distributor with a continuous agitator keeping mulch uniformly suspended throughout the distribution cycle. Adjust the pump pressure to maintain a continuous slurry stream. Size the slurry distribution lines to prevent plugging. Equip the discharge line with hydraulic spray nozzles to uniformly distribute the slurry to the seedbed.

Start mulching at the top of the slope and work downward. Use extension hoses to reach the slope extremities.

4. Finishing. Re-mulch areas where mulch is weather damaged.

Repair seedbed and seeding damage caused by displaced mulch material and re-seed the areas before re-mulching. Seedbed repair, re-seeding, and re-mulching required due to the Contractor's negligence is at Contractor expense.

G. Composting. Use the compost type specified in the contract. Apply the compost at the rate, method and sequence specified in the contract. Compost rates are dry weight equivalent.

610.03.3 Sodding

A. Season. Perform sodding during the normal seeding season or as specified.

B. Source of Materials. Notify the Project Manager of the sod source(s) at least 3 days before sod cutting begins. Cut and deliver only approved sod to the project.

C. Surface Preparation. Prepare the surfaces to be sodded to the required cross section, grade, and contour. Make the surface smooth and uniform, free of stones, roots, lumps, weeds, and other foreign material. Undercut the prepared surface below the adjacent areas so the top of the new sod is flush with adjacent seedbed or turfed areas and 1-inch below sidewalk and curb tops.

Break the surface up to a fine, granular texture at least 2 inches deep before placing sod.

Fertilize the surface to be sodded a maximum 48 hours before placing sod. Use inorganic fertilizer having minimum active ingredients of 15 pounds of nitrogen and 40 pounds of P2O5 per acre.

D. Cutting and Handling Sod. Machine-cut sod in uniform rectangular sections.

Cut to a depth to retain intact sod mats and root systems. Prevent tearing or breaking of the sod.

Load, unload, and place sod to prevent tearing or breaking of the sod.

E. Placing Sod. Lay sod within 36 hours of cutting. Protect sod from dry or cold weather until placed.

Place and fit sod as close as possible staggering the joints between horizontal rows.

Lay the sod strips horizontally on slopes, starting at the slope bottom and work upwards. On slopes steeper than 3H:1V, anchor the sod with fasteners spaced a maximum 2 feet apart and driven flush with the sod surface.

In waterways, lay the strips parallel to the flow, staggered, and fitted snug and even with the strips already placed.

Fill gaps between sod strips with sod pieces cut to the gap size and shape.

At slope bottoms, extend the sod edges at least 2 inches into the ground or ditch bottom. Turn all other sod area edges into the ground and cover with topsoil, compact and smooth to blend with the adjacent finished grades.

Roller compact the sod with a roller immediately after placement. Provide a smooth, even surface, free from bumps and depressions.

Thoroughly water the sod and re-roll to ensure good soil contact.

F. Sod Maintenance. Water new sodded areas until the sod is firmly rooted.

Maintain the new sod until it is well rooted and replace all dead, dying, and damaged sod as directed at Contractor expense.

610.03.4 Rolled Erosion Control Products

Prepare, fertilize, and seed the soil before placement.

Handle and place rolled erosion control in accordance with the Department's BMP manual. Install in accordance with the requirements shown on drawing SS-6 unless the Contractor submits alternative manufacturer specifications. Use wooden stakes in ephemeral stream channels, streambed and banks, jurisdictional waters and when specified. All fasteners or stakes used must be in accordance with manufacturers' recommendations.

610.03.5 Weed Control Mat

Handle and place weed control mat following the manufacturer's recommendations.

610.04 METHOD OF MEASUREMENT

See Subsection 151.01.1 for Design-Build Contracts.

610.04.1 Topsoil

Topsoil is measured by the cubic yard of loose material level with the haul vehicle box at the point of use on the project. Strike or level loads when directed. All costs for obtaining and furnishing topsoil are incidental and are not measured separately for payment. Include these costs in the unit bid price for topsoil.

610.04.2 Seeding

Seeding is measured by the acre, parallel to the ground surface. Condition Seedbed Surface, when required, is not measured separately for payment and is to be included in the bid price for Seeding.

Removal of oversized material from the conditioned seedbed surface is not measured separately for payment.

610.04.3 Fertilizing

Fertilizing is measured by the acre, parallel to the ground surface.

610.04.4 Reserved

610.04.5 Mulch

Vegetative mulch, hydraulic mulch and hydraulic soil amendments are measured by the acre, parallel to the ground surface.

610.04.6 Sodding

Sodding is measured by the square yard in place, parallel to the ground surface.

Re-sodded areas damaged from causes not the fault of the Contractor are measured for payment.

610.04.7 Rolled Erosion Control Products

Rolled Erosion Control Products are measured by the square yard in place.

610.04.8 Composting

Composting is measured by the acre.

610.04.9 Weed Control Mat

Weed control mat is measured by the square yard in place.

610.05 BASIS OF PAYMENT

See Subsection 151.01.1 for Design-Build Contracts.

Payment for the completed and accepted quantities is made under the following:

Pay Item	Pay Unit
Compost	Acre
Condition Seedbed Surface	Acre
Fertilizing	Acre
Mulch	Acre
Seeding	Acre
Sodding	Square Yard
Rolled Erosion Control Products	Square Yard
Topsoil	Cubic Yard
Weed Control Mat	Square Yard

Include the cost of removing oversized material from the conditioned seedbed surface in the cost of Topsoil – Salvaging and Placing, or Topsoil (furnished) whichever is applicable.

SECTION 611
CATTLE GUARDS

611.01 DESCRIPTION

This work is furnishing and installing cattle guards or removing and resetting cattle guards.

611.02 MATERIALS

611.02.1 Concrete

Furnish air-entrained hydraulic cement concrete in accordance with Section 551 for precast bases.

611.02.2 Steel

Furnish reinforcing steel in accordance with Subsection 711.01.

Furnish low-alloy weldable steel in accordance with AASHTO M 270 Grade 36 or ASTM A572, Grade 42 requirements for crossbars.

Furnish other steel in accordance with Section 711.

611.02.3 Paint

Furnish paint in accordance with the following Subsection requirements:

Aluminum Epoxy (Two Coats)..... 710.02(B)(2)
Aluminum Paint (Finish Coat)..... 710.02(B)(1)
Shop (Prime Coat) ..... 710.02(B)(6)

611.02.4 Cattle Guards

Furnish standard prefabricated cattle guards in accordance with the following requirements:

1. HS-20 (AASHTO M 518) live loading.
2. The Detailed Drawings; and
3. Subsections 556.03.2 and 556.03.3.

Submit all fabrication drawings for review before fabrication and footing elevations are set.

611.03 CONSTRUCTION REQUIRMENTS

611.03.1 Excavation

Excavate cattle guard foundations to the specified depth allowing space for formwork.

Complete and compact earth fills in accordance with Section 203 before excavating for the cattle guard foundation.

611.03.2 Placing Concrete Bases

Furnish precast concrete bases in accordance with Section 554 and the Detailed Drawings.

Construct stringer bearing surfaces to provide full bearing under each stringer. Bushhammer uneven surfaces to provide even bearing.

611.03.3 Placing Cattle Guards

Fasten the metal structure to the base as specified.

Attach the metal wings to the cattle guard and to the fence as shown in the Detailed Drawings.

All welding must meet the requirements of Subsection 556.03.10 and Section 624.

Backfill and clean up around the completed structure.

611.03.4 Painting

Apply one shop coat of primer to all metal parts. Apply remaining coats in the shop or field.

Perform all painting in accordance with Section 612.

Re-paint damaged painted surfaces at Contractor expense.

611.03.5 Resetting Cattle Guards

Dismantle and reset existing cattle guards at the locations specified in the contract.

611.04 METHOD OF MEASUREMENT

See Subsection 151.01.1 for Design-Build Contracts.

New and reset cattle guards are measured by the unit, including the concrete bases, excavation and backfill.

611.05 BASIS OF PAYMENT

See Subsection 151.01.1 for Design-Build Contracts.

Payment for the completed and accepted quantities is made under the following:

Pay Item	Pay Unit
New Cattle Guard	Each
Reset Cattle Guard	Each

SECTION 612
STRUCTURE FINISHES

612.01 DESCRIPTION

This work is the surface preparation, painting, coating, and finishing requirements of steel components.

612.02 MATERIALS

Furnish material in accordance with Section 710. Provide coatings from a single manufacturer. If multiple products or coats are required and/or allowed submit documentation from the manufacturer(s) that those products are compatible with one another. All structural steel requiring a topcoat of a Triglycidyl Isocyanurate (TGIC) Polyester powder must receive a zinc rich primer coat prior to the application of the topcoat. Use paint materials suitable for the environment in which they will be exposed. Verify all film thicknesses for each coating applied using SSPC-PA 2.

The contract or Project Manager will specify the final coat color.

612.02.1 Paint Coating Systems

A. New Structural Systems. Furnish the products necessary for a three-coat system consisting of inorganic zinc primer, a mid-coat of high build epoxy, and a topcoat of urethane. Do not paint weathering steel unless specifically stated.

B. Bridge and Pedestrian Rails. Furnish a system meeting new structural steel requirements or a TGIC powder coat system.

C. Pipe Piling and Casings. Furnish a two-component self-priming epoxy.

D. Cattle Guards. Furnish a paint system composed of a prime coat and aluminum finish coat or aluminum epoxy paint.

E. Existing Structural Steel. If existing steel is to be painted, the contract requirements will specify whether to fully remove the existing paint, or to apply additional paint over an existing coating.

1. **Full Removal of Existing Paint.** Furnish a system meeting new structural steel requirements. Except use an organic zinc primer.
2. **Overcoat.** Provide a 3-coat system that can be applied over the existing coating without causing the existing paint to debond.

F. Miscellaneous Items. Furnish one of the following: 2-component aluminum epoxy paint, 2-component self-priming epoxy, zinc phosphate alkyd, leafing aluminum paint, a 3-coat system, or TGIC powder coating.

612.03 CONSTRUCTION REQUIREMENTS

Paint all new structural steel surfaces, except those noted in Subsection 612.03.4(C)1. Do not paint weathering steel unless specifically stated. Prevent environmental pollution including water and air pollution caused by paint, paint spray, paint chips, dust, or other harmful materials in accordance with all federal, state, and local regulations and requirements.

612.03.1 Submittals

Submit the following for review:

A. Material Products (Paint, Thinners, Caulks, Abrasives, etc.). Submit a written description of the complete coating system, along with the thinners, caulks, abrasives, etc.to be used for the contract for review.

Include in the written submittal the manufacturer’s product information including but not limited to paint characteristics, surface preparation, film thickness recommendation, safety data, repair procedures and application recommendations.

Bring conflicts between the coating system submittal and the specifications to the Project Manager's attention for resolution.

Submit a proposed sampling and testing plan that will be used to show the proposed overpaint is compatible with the existing paint. Include the number and size of samples to be provided as well as the tests that will be performed to ensure compatibility. Upon approval of the sampling and testing plan, sample the existing paint, test, and provide the test results with certification that the proposed paint system is compatible with the existing paint.

B. Environmental Pollution Controls. Submit a work plan that meets OSHA and EPA regulations covering the following sections. Obtain a qualified environmental professional (e.g., industrial hygienist, environmental scientist, etc.) to assist with the workplan development and documentation submittal detailed in item 6 below. The workplan must describe the work procedures to be utilized for removing lead-based paint including procedures to containerize and dispose of removed paint waste and ways to protect the environment and workers.

1. **Containment.** Design a containment system in accordance with the *Society for Protective Coatings (SSPC) Guide 6, Class Guide for Containing Debris Generated during Paint Removal* requirements except that permeable wall materials cannot be used. The containment system may be located on or off the project site.

   Submit shop drawings and design calculations for containment systems attached to the structure. Include design calculations that address all load conditions on the structure resulting from the containment system including debris. Specify ventilation and negative pressure equipment capacity, layout, and related calculations. The structural design of containment systems attached to the structure must be stamped by a professional engineer registered and licensed to conduct engineering in the State of Montana.

2. **Removal Procedures.** Describe the procedures utilized to remove lead-based paint in locations indicated elsewhere in the contract or as directed. Describe method of ensuring containment integrity prior to lead-based paint removal including description of work to verify that no material (chips, debris, wastewater, etc.) has escaped the containment following removal work.

3. **Worker Protection.** Meet the OSHA lead standards of Title 29, CFR 1926.62. and any state and local regulations required for the workers protection. Describe medical surveillance, exposure monitoring, respiratory protection, personal hygiene, employee training, employee access to records, hazards communication and a compliance program to reduce lead exposure to within the permissible exposure limits. Exposure monitoring must meet the National Institute of Occupational Safety and Health Method 7028.

4. **Storage and Testing.** Store all generated waste which includes but is not limited to spent abrasives, paint scraps, and wastewater material in properly labeled metal containers approved for hazardous waste transport while waiting test results. The waste material generated must be stored on the project limits. Test waste material for proper waste classification. Verify testing detection limits are lower than applicable screening levels. If tests indicate material is hazardous waste, coordinate with the Department to obtain an EPA Hazardous Waste Generator ID Number for MDT. An EPA Hazardous Waste Generator ID Number will be needed for each bridge location.

5. **Disposal**. Dispose of all generated waste that includes but is not limited to spent abrasives, paint scrapings and wastewater in accordance with applicable regulations, that may include RCRA regulations (40 CFR Parts 266-299) will be collected, stored, and disposed of. Comply with all storage and transportation requirements. Include inspection of storage area to verify no material escaped storage and entered environment. This includes both hazardous and non-hazardous waste.

6. **Documentation.** Provide documentation regarding waste disposal information, waste manifests, information that demonstrates no lead or other toxic materials were released into the environment from the work area, containment system integrity, storage area and that all work was conducted in accordance with the workplan.
7. **Staging and Scaffolding.** Submit for approval planned use of an existing structure for attachments of scaffolding or staging.

612.03.2 Containment System Requirements by Method of Preparation

Prevent paint chips and abrasive blasting media from falling into rivers, streams, wetlands, wetland buffers, or other bodies of water and when specified, from falling onto the ground. Should spills or releases of paint chips occur, clean up immediately and report to Project Manager.

A. Washing. When pressure washing newly installed steel coated only with inorganic zinc primer, the surfaces may be washed without any containment or collection of the water if approved by the Project Manager. Prevent spray and runoff water from entering traveled areas such as roadways, walkways, railroads, etc.

1. When pressure washing paint containing toxic metals or inorganic zinc/vinyl systems, the containment must meet SSPC Class 2W. All wash water and debris must be collected and disposed of in accordance with the applicable regulations. Prevent paint chips from falling onto the ground and other waste streams including wastewater from entering the environment.
2. When pressure washing all other systems (systems other than inorganic zinc, other than inorganic zinc/vinyl, or systems that contain toxic metals), collect all dislodged paint chips, but the water need not be captured. When dislodged paint chips are collected on suspended containment screens, the maximum mesh opening is 17 mils. When working over ground, chips may be collected from the ground in lieu of utilizing containment screens, provided all chips are collected before the end of the shift. Dispose of collected paint chips and debris per applicable regulations.

B. Power Tool and Hand Tool Cleaning. SSPC Level 1 visible emissions criteria apply when any paint is disturbed by dry methods such power tool cleaning.

1. If paint system contains toxic metals, provide containment for open power tool cleaning meeting SSPC Class 2P. Store and dispose of collected paint chips and debris in accordance with the applicable regulations.
2. If paint system does not contain toxic metals, provide containment for open power tool cleaning meeting SSPC Class 3P. Store and dispose of collected paint chips and debris in accordance with the applicable regulations.
3. For roadway joints and other small areas approved by the Project Manager, High Efficiency Particulate Air (HEPA) filter vacuum shrouded power tools may be used in lieu of containment in areas of paint containing toxic or nontoxic metals. Vacuum-shrouded power tools may eliminate the need for containment if it can be demonstrated that all paint chips and debris are collected by the vacuum.

C. Total Paint Removal by Abrasive Blast Cleaning. Prevent paint chips and abrasive blasting media from falling onto the ground. SSPC Level 1 Visible Emissions apply when any paint is disturbed by dry methods such as abrasive blast cleaning.

1. When removing coatings by abrasive blast cleaning (regardless of the presence of toxic metals), meet SSPC Class 2A containment. Dispose of collected paint chips and debris per the applicable regulations. Meet ambient air and worker exposure requirements established by the EPA and OSHA. Maintain containment systems while work is in progress. Do not deviate from the approved working drawings. Deny public access to all rigging, scaffolding, containment systems, and work sites at all times.

2. When cleaning structures over water, provide a skimming boom for emergency backup consisting of a float with a skirt or other approved system is to be employed immediately to collect floating debris. Clean the skimming boom at least once a day. Upon completion of the project, clean the skimming materials or if cleaning is not possible or practical, dispose as hazardous or nonhazardous waste as applicable.

D. Competent Person. Provide a competent person on site, full time when abrasive blasting or paint containing toxic metals is being disturbed. This person must perform all quality control related functions involving the oversight of worker and environmental protection, containment performance, and waste handling. Provide documentation of qualifications, including experience and records of training. This person must hold a current SSPC C3 Competent Person Certificate or current C5 refresher certificate.

612.03.3 Surface Preparation

Prepare a test area to define the level of surface preparation needed. This area is to be approved by the Project Manager. If the paint manufacturer recommends a higher degree of surface preparation, use the manufacturer's recommendations.

Hand-clean the steel bridge bearing components containing PTFE, stainless steel, and neoprene pads to prevent surface damage. Remove fins, tears, slivers and burred or sharp edges by grinding and re-clean the area as specified before coating. Remove blast residue from steel surfaces with clean brushes, compressed air (free of oils), or commercial grade vacuum equipped with a brush-type cleaning tool, or by double blowing. Guard angles, pier nose angles, deck expansion joints and other small structural steel elements may be prepared for painting defined by SSPC-SP 2, SSPC-SP 3, or SSPC-SP 10 as approved. After cleaning, keep steel dry and dust free and prime within 24 hours after cleaning. If the surface becomes contaminated or corrosion redevelops, the surface must be recleaned to meet specifications prior to the application of the primer coat.

A. New Structural Steel. Brush-off blast clean to SSPC-SP 7 requirements all new steel that is not to be painted. Solvent wash to SSPC-SP 1 requirements, then blast to SSPC- SP 10 (near white) all new steel that is to be painted with the 3-coat system. The surface profile for all new steel being painted is to be between 1.5 and 3.5 mils, or as specified by the paint manufacturer.

B. Steel Pipe Piling and Casings. Solvent wipe to SSPC-SP 1, then commercial blast to SSPC-SP 6 all portions of steel pipe piling and casing that are to be painted.

C. Existing Structural Steel (no paint present). Clean all zone painting/spot repair surfaces in accordance with SSPC-SP 2 (hand tool cleaning) or SSPC-SP 3 (power tool cleaning) after solvent cleaning per SSPC-SP 1. Brush-off blast cleaning to an SSPC-SP 7 can be used in lieu of hand and power tool cleaning if approved by the Project Manager. Where the entire structure is to be cleaned, clean in accordance with SSPC-SP 10 near white blast.

D. Existing Structural Steel (overcoat existing paint). Clean areas of loose paint as described in Subsection 612.03.3(C). Feather the edges of old paint permitted to remain. Roughen and de-gloss the surface and remove portions of paint on previously painted surfaces that are chalky, powdered, cracked, or otherwise unacceptable. Remove runs and sags in the existing paint on the outside facing surfaces of fascia beams over highways. Ensure a smooth appearance after application of the new coating.

E. Existing Structural Steel (full paint removal). Clean all surfaces in accordance with SSPC-SP 1 and SSPC-SP 10 Near White Blast.

F. Surface Cleanliness and Profile. Clean and establish a surface profile on the steel as if it were new structural steel.

G. Galvanized Surfaces. Prepare all surfaces in accordance with the coating manufacturer's requirements. Submit the coating manufacturer's recommendations prior to start of work.

H. Surface Condition Prior to Painting. Remove residual dust, dirt, and grease from the surface as the final procedure prior to painting and between coats whenever the coating is contaminated. Cleaning includes the removal of all dust, puddles, grease, oil, exhaust from trucks, debris, concrete spatter, and other foreign matter on the surfaces being painted. Remove debris on surfaces adjacent to those being painted. Concrete spatter stains that discolor the primer need not be removed provided the material is not dislodged when wiping the surface with a cloth.

Cleaning involves vacuuming, solvent cleaning, hand/power tool cleaning, and pressure washing as appropriate. Should an area of previously cleaned steel become soiled, contaminated, or rusted, reclean the area prior to painting at no additional cost to the Department.

I. Prior to Application of Paint. The quality control (QC) personnel will inspect the surfaces and verify that they have been prepared according to the Contract. Upon QC acceptance, obtain approval from the Project Manager that the surfaces to be painted during that day have been cleaned as specified.

All hooks, cables, beam clamps, outriggers etc. must be moved during cleaning operations to allow the underlying surfaces to be cleaned according to the contract documents.

612.03.4 Painting

Protect pedestrian, vehicular, and other traffic upon or under the structure, the superstructure and substructure against damage or disfigurement by splatters, splashes, smirches, or over-spray of paint material. Clean all surfaces with paint damage at the contractor's expense.

A. General. Allow each coat of paint to dry before applying succeeding coats. Follow the manufacturer's recommendations for recoat times. The Project Manager may stop painting operations at any time if current or impending weather conditions could cause unsatisfactory coating performance.

Always provide the Project Manager and Inspectors with ready and safe OSHA approved access to all areas of the structure that require inspection. The Project Manager will suspend work for unsafe or inadequate access to work. Ensure all fabrication inspections are complete prior to painting.

Thin paint only as recommended by the manufacturer. Submit as required thinning procedures set forth by the manufacturer in advance for approval by the Project Manager.

B. Paint Representative. Furnish the services of a painting technical representative from the paint manufacturer at the beginning of paint application to notify the Project Manager that surface preparation is adequate and to provide technical assistance to the Contractor in application methods that may be unique to the product used. Keep this technical representative on-call as required during operations.

Do not apply paint until surface preparation has been approved by the Project Manager. Do not apply additional or subsequent coats of paint without the Project Manager's approval.

C. Application. Apply paint in accordance with Subsection 612.02.

Apply paint by brush or spray following the paint manufacturer's recommendations to produce a uniform coat to the metal or previous paint coat. If using brush painting, thoroughly coat surface irregularities and brush out and smooth to produce an even paint film thickness. Use spray pressure tanks with an agitator to thoroughly stir the paint.

If surfaces are inaccessible or have limited access to paint brushes, paint with sprayers or daubers made for that purpose.

Limited access is defined as a location where the physical characteristics or configuration of the structure restricts the use of a surface preparation or paint application tool at that location. A location is not considered limited access if additional time will allow for the proper

cleaning or painting of the area, or if commercially available tools are available to clean or paint the area (e.g., angle nozzles, or short nozzles in place of traditional long nozzles for blast cleaning).

Keep newly painted surfaces protected from environmental conditions that could damage the applied coating until the paint has dried or weather permits removal of cover as required by the coating manufacturer.

1. **Shop Paint.** Apply a shop coat to all metal surfaces unless otherwise specified. Do not paint surfaces in contact with other metal surfaces or concrete, except as noted in Subsection 612.03.6(A). This includes faying surfaces and contact surfaces of nuts, bolts, and washers for bolted connections.

   Apply shop coat immediately after fabrication, shop inspection, and shop cleaning are complete, and the work is accepted.

   Do not load materials for shipment until paint is dried per the coating manufacturer's recommendations. Do not apply field coats in the fabrication shop except by written approval of the Project Manager.

   Use erection marks for field identification of members on painted surface. Use paint for marking that is compatible with the shop coat and the first field coat. Cover erection marks, fabricator's name, and other identification with subsequent coats.

2. **Spot Painting.** Field clean masonry and sole plates, bottom of expansion devices and all parts of steel inaccessible for painting after erection as noted above. Spot coat and apply all field coats before erection. Paint on site and allow drying thoroughly before assembling. Handle painted material carefully to prevent damage. Repair and repaint damaged surfaces at no cost to the Department.

   Apply the spot coat after erection and field cleaning is approved by the Project Manager, to the edges of plates, rolled shapes and to the heads of bolts and nuts and areas where the shop coat has been damaged. Where the shop coat is damaged, the Project Manager may require a substantially complete reconditioning or replacement of the shop coat. This painting is considered spot painting and is done at no cost to the Department.

   Reseal small cracks and cavities not sealed by the first field coat with a zinc paste before the second field coat is applied. Submit documentation from the paint manufacturer that indicates the zinc paste proposed for use is approved by the manufacturer to the Project Manager.

3. **Stripe Coat Requirements.** Stripe coat the primer and second (Intermediate) coat. Striping of the primer coat is permitted after the full application of the primer coat is completed and recoat times are met. Tint both stripe coats in accordance with the manufacturer's recommendation. Apply the stripe coat for both the primer and second coat using a brush, dauber, or roller to all edges, corners, lattice, angles, rivets, bolts, nuts, washers, welds, sharp and or thin edges. Do not thin paint without written approval.

D. Paint Storage and Mixing. Store paints and thinners in well-ventilated areas that are not subject to excessive heat, open flames, electrical discharge, and direct rays of the sun. Adhere to the manufacturer's recommendations. Store materials in heated areas when necessary. Use materials on a rotating stock basis, and leave containers closed until used. Do not use paints that cannot be stirred to normal consistency. Store paint in tightly covered containers at an ambient temperature of at least 45 °F. Maintain containers in a clean condition, free of foreign materials and residue.

Remove and discard thin skins formed in the container. Do not use material that is livered, gelled, thick skinned, or otherwise questionable.

Mix paints per manufacturer's instructions and as approved. Do not thin the paint unless authorized by the paint manufacturer and approved. The Inspector must be present whenever the paint is thinned. Do not use materials that are beyond their pot life or shelf life. For multiple component paints, only complete kits can be mixed and used. Partial kit mixing is prohibited.

Remove waste chemical solutions, oily rags, and other waste daily. Take precautionary measures to ensure protection of workers and work areas from fire hazards and health hazards resulting from handling, mixing, and applying materials.

Minimum dry film thicknesses (DFT) are shown in Table 612-1, unless in conflict with the manufacturer recommendations. Verify the film thickness for each coat applied per SSPC-PA 2 prior to the application of subsequent coatings.

TABLE 612-1
MINIMUM DRY FILM THICKNESS

Paint System	Minimum Dry Film Thickness
Three coat system	Primer: 3 mils (above peaks of surface profile) Second coat: 4 mils Finish coat: 2 mils
Epoxy paint for pipe piles and casings	First 2 coats with total DFT of 12 mils Final coat: 3 mils
Epoxy mastics for misc. structural steel	3 mils per coat for new steel or existing coatings 5 mils per coat for lightly rusted surfaces
Two-component epoxies	4 mils per coat 6 mils over light rust
Calcium sulfonate alkyd	5 mils per coat
Zinc phosphate alkyd	3 mils for primer coat 1 mil for finished coat
Aluminum epoxy paint:	5 mils per coat

612.03.5 Weather Conditions

Apply paint using manufacturer's recommendations for temperature (air, substrate, and paint material), dew point, and relative humidity or as follows, whichever is more restrictive.

Do not apply paint when ambient temperature is at or expected to drop below 40 °F within 2 hours. Do not apply paint when rain, snow or condensation is expected within 2 hours after application at the location where paint is applied. Do not apply paint when the temperature and humidity cause condensation on the surface to be painted. Do not apply paint to metal with surface temperatures over 110 °F or when the surface temperature causes the paint to blister or produce a porous paint film.

Neither weather conditions nor Department acceptance of paint materials negate the Contractor's responsibility for satisfactory application of paint. If the painting is unsatisfactory, remove paint, thoroughly clean the surfaces, and repaint at no cost to the Department. The painting is unsatisfactory if:

- Rusting occurs.
- The paint coat lifts.
- Blisters.
- Wrinkles.
- Pinholes.
- The paint has excessive runs or sags.
- The paint shows evidence of application under unfavorable conditions.
- The workmanship is poor.

- Inadequate thickness of paint.
- Impure or unauthorized paint has been used; or
- For other reasons determined by the Project Manager.

612.03.6 Steel Components

A. Metal Bridge Rail. Apply all coats to the following contact areas before erection:

- Rail to post contact surface.
- Expansion sleeves; and
- Rail post base plates.

Apply required field coats to the rest of the rail after erection, fit-up and final adjustment of the rail to line and grade.

B. Steel Pipe Piles and Casings. Paint piles and casings as described in Subsections 559.03.8 and 612.03.4.

C. Existing Structural Steel. Apply the specified primer coat after cleaning the surface as required by contract prior to the other field coats to all exposed edges of plates and rolled shapes; the heads of rivets, bolts, and nuts; and all surfaces where bare metal is exposed.

612.03.7 Inspection Equipment, Quality Assurance and Lighting

Have available the minimum following equipment for the QC/QA observations of the cleaning and painting operations. Maintain, calibrate, and verify the equipment in a condition that is satisfactory to the Project Manager.

1. The latest editions of SSPC-Vis 1 (Abrasive Blasting), SSPC-Vis 3 (Hand & Power Tool), or SSPC-Vis 4 (Water Jetting), as applicable to the project, or other approved visual standards.
2. SSPC Manual Volumes 1 and 2 (latest editions).
3. Spring Micrometer with Coarse and Extra Coarse Surface Profile Replica Tape.

   Electric Psychrometer and one Sling Psychrometer, °F.
4. U.S. Weather Bureau Psychrometric Tables.
5. Three surface thermometers, 0 to 150 °F.
6. Probe thermometer for paint temperature.
7. High/Low (recordable) thermometer for paint storage area.
8. Wet film thickness gauge.
9. Digital magnetic dry film coating thickness gauge capable of transferring data to a computer (SSPC-PA 2, Type 2).
10. Plastic calibration shims for digital magnetic dry film thickness gauge.
11. Inspector’s mirror.
12. Wind meter.
13. Clean, white, lint-free, absorbent rags.
14. Light meter for measuring light intensity during surface preparation, painting, and inspection work.
15. Dull putty knife as defined by SSPC-SP 2 and/or SP 3 under 2. definitions, 2.3 dull putty knife.
16. Blotter paper.
17. Dry film thickness calibration plates traceable to the National Institute of Standards and Technology.
18. Measuring tape and stick/pole to measure platform under clearance. The stick/pole must be collapsible and have a minimum measuring height for the required clearance established by the Department.

19. Provide lighting, including power sources, to supply adequate illumination to all surfaces being prepared, painted, or inspected, including the underside and inside of the containment system, when containment is employed. Meet SSPC-Technology guide No. 12 for lighting. Adjust the floodlighting to avoid glare to marine and vehicular traffic.

612.03.8 Quality Control (QC) Plan, Inspection Procedures, and Recording Systems

QC Inspectors

A Contractor provided QC inspector must be on site full time during cleaning and painting operations. Provide documentation that personnel performing quality control related functions are experienced and qualified to perform the work and have completed AMPP CIP level 1 certification or equal.

Submit a quality control plan for providing daily job quality control per SSPC-QP1 for surface preparation and painting operations. Inc the following in the quality control plan:

1. Records of standards and specifications for coating inspection work and their utilization.
2. System for filing inspection reports.
3. Demonstration that inspection equipment and calibration standards and procedures for calibrating the inspection equipment are available.
4. Procedures to stop nonconforming work.
5. Procedures for verifying proper coating application.
6. Procedures to ensure that each major operation is inspected, and the inspection results documented. Contractor QC inspections must include:
   - **a.** Effectiveness of protective coverings to control project debris, paint spatters, overspray, drips, paint spills, etc., while painting over roadways, waterways, machinery areas, and areas in the vicinity of abutments and private properties.
   - **b.** Ambient conditions.
   - **c.** Compressed air cleanliness and, if required, acceptability for breathing.
   - **d.** Surface preparation (solvent cleaning, pressure washing, hand/power tool or abrasive blast cleaning, etc.).
   - **e.** Coating application (specified materials, mixing, thinning, and wet film thickness).
   - **f.** Dry film thickness per coat.
   - **g.** Recoat times and cleanliness between coats.
   - **h.** Coating continuity and coverage (free from runs, sags, overspray, dry spray, pinholes, shadow-through, skips, etc.).

Maintain copies of the Contractor's daily job quality control records on the project and available when requested. Submit records from on-site audits and inspections from SSPC, OSHA and EPA as requested by the Project Manager.

612.03.9 Minimum Contracting Requirements for Field Painting

1. **Certified as a SSPC-QP1.** Standard Procedure for Evaluating Qualifications of Painting Contractors: Field Application to Complex Structures is required for workers removing or applying paint.
2. **Certified as a SSPC-QP2, Category A.** Standard Procedure for Evaluating Qualifications of Painting Contractors to Remove Hazardous Paint is required for workers removing by abrasive blasting cleaning.

All certificates are to be effective prior to Award of Contract and remain in effect for the duration of the Contract.

612.04 METHOD OF MEASUREMENT

See Subsection 151.01.1 for Design-Build Contracts.

Structure finish is not measured separately but is incidental to the items being finished.

612.05 BASIS OF PAYMENT

See Subsection 151.01.1 for Design-Build Contracts.

Structure finish is not paid for separately but is included in the cost of the item finished and includes all materials and resources necessary to complete the work.

SECTION 613
RIPRAP AND
SLOPE PROTECTION

613.01 DESCRIPTION

This work is the construction of protective rock, stones, gravel, or concrete coverings as specified.

Riprap is rock protection and is a cover of stone or fragmented rock, with or without grout, placed along embankment slopes, stream banks, culvert inlets and outlets, foundations, bridge berms, dikes, and other specified locations.

Ancillary Armor is rock protection used in low-risk applications such as culvert outlet protection or lined ditches.

Concrete slope protection is a cover of hydraulic cement concrete placed on slopes at structure ends.

613.02 MATERIALS

Furnish materials in accordance with the following section and subsection requirements:

Ancillary Armor	701.06
Bedding Material	701.04.1
Hydraulic Cement Concrete	551
Random and Grouted Riprap	701.06
Sand-gravel Cushion	701.08

613.03 CONSTRUCTION REQUIREMENTS

613.03.1 Riprap and Ancillary Armor

A. General. Place the rock protection at the locations specified in the contract.

Key the rock protection into the embankment slopes at least 2 feet from the outer face for the full height of the rock protection.

B. Random Riprap. Place the stones on the slopes to form the specified cross section. Uniformly distribute the smaller stones throughout the work. Manipulate the stones by hand or machine to provide a uniform surface and stable mass.

Provide the riprap thickness specified in the contract.

Place the riprap around pipe openings without damaging the pipe. Repair damaged pipe at Contractor expense.

C. Grouted Riprap. Provide a minimum riprap thickness of 9 inches measured perpendicular to the slope, or as specified.

Place one or more layers of bedding material before placing the riprap as specified. Place each bedding layer on the prepared surface to the specified thickness in one operation without segregating the layer. Finish the top layer to produce an even surface free from mounds or ridges. Do not inter-mix the materials of each layer.

Fill the voids between stones with spalls or small stones so all stones are wedged or keyed. Prevent earth and sand from filling the spaces between the stones.

Finish the final surface to provide an even, tight surface with the plane not varying more than 3 inches from the general contour.

Wet the riprap surface and fill the crevices and openings with at least 3 inches of mortar. Immediately sweep the surface with a stiff broom.

Grouting may begin when the ambient temperature is at least 35 °F and rising and must stop when the ambient temperature is 30 °F and falling.

Keep finished grout work moist for 3 days.

D. Acceptance. Ensure riprap and ancillary armor placement is uniformly distributed. Gradation acceptance is determined by visual analysis and use of optical granulometry software and will be verified in the final placement location. Prior to final placement the Contractor may request a maximum of 3 courtesy tests of the riprap and ancillary armor gradation.

Once in place, and prior to covering or revegetating the riprap and ancillary armor, notify the Project Manager for in-place gradation testing.

613.03.2 Concrete Slope Protection

Trench, shape, compact, and trim the slopes as specified before starting concrete work. Excess excavated material may be used elsewhere in the work or disposed of by the Contractor.

Construct the concrete slope protection as specified or directed.

613.04 METHOD OF MEASUREMENT

See Subsection 151.01.1 for Design-Build Contracts.

613.04.1 Riprap and Ancillary Armor

A. Random Riprap. Random riprap is measured by the cubic yard complete in place. The volume measured for payment is that bounded by the staked length and height and the plan thickness.

Excavation is incidental to the riprap and not measured for payment.

B. Grouted Riprap. Grouted riprap is measured by the square yard on the face of the revetment.

Excavation is incidental to the riprap and not measured for payment.

Bedding material is measured by the cubic yard.

C. Ancillary Armor. Bank protection is measured by the cubic yard complete in place. The volume measured for payment is that bounded by the staked length and height and the plan thickness.

Excavation and bedding material are not measured for payment.

613.04.2 Concrete Slope Protection

Concrete slope protection is measured by the square yard. Measurement is made parallel to the surface of the exposed surface area including the surfaces of curbs and head walls.

Excavation is incidental to the item and not measured for payment.

Sand-gravel cushion is measured by the cubic yard compacted in place.

613.05 BASIS OF PAYMENT

See Subsection 151.01.1 for Design-Build Contracts.

Payment for the completed and accepted quantities is made under the following:

Pay Item	Pay Unit
Ancillary Armor	Cubic Yard
Bedding Material	Cubic Yard
Concrete Slope Protection	Square Yard
Grouted Riprap	Square Yard
Random Riprap	Cubic Yard
Sand-gravel Cushion	Cubic Yard

SECTION 614
RETAINING WALLS

614.01 DESCRIPTION

This work is constructing concrete and metal bin-type retaining walls.

614.02 MATERIALS

Furnish materials in accordance with the following section and subsection requirements:

Backfill for Metal Bin-Type Retaining Walls .. 701.09
Hydraulic Cement Concrete 551
Metal Bin-Type Retaining Walls..... 711.17
Reinforcing Steel..... 711.01

614.03 CONSTRUCTION REQUIREMENTS

614.03.1 Foundations

Excavate and prepare foundations for concrete retaining walls in accordance with Subsection 209.03.

Construct metal bin-type retaining wall foundations to the established lines and grades and compact in accordance with Subsection 203.03.3.

The Project Manager will inspect and approve all foundations before subsequent work.

614.03.2 Concrete Retaining Walls

Construct concrete retaining walls as specified in the contract. Perform concrete work in accordance with Section 552.

Remove all deleterious material from the footings before placing concrete. Prepare the footing surface in accordance with Section 209. Make vertical construction joints in accordance with Subsection 552.03.6.

614.03.3 Bin-type Retaining Walls

Assemble the wall parts following the wall manufacturer's recommendations.

If approved, the wall height and depth may be varied but cannot exceed the maximum dimension shown.

Two or more retaining wall designs may be used in the same wall, using standard split columns to make the step back connection.

614.03.4 Backfill

A. Concrete Structures. Furnish the backfill material specified in the contract. Place backfill as specified in Subsection 203.03.2(B).

B. Metal Bin-type Retaining Walls. Follow the manufacturer's recommendations for placing and compacting backfill material. If no recommendations are made, bring the backfill up equally inside and outside the bins as follows:

1. For backfill material outside the bins, use roadway excavation and place it as specified in Subsection 203.03.2(B).
2. Furnish backfill material for inside the bins in accordance with Subsection 701.09.
3. Place the backfill in 8-inch maximum compacted lifts, completely filling in all corrugations. Compact backfill as specified in Subsection 203.03.3. Hollow sounding corrugations in the bin wall face detected by the Inspector is cause to remove, replace, and re-compact the backfill at Contractor expense.

614.04 METHOD OF MEASUREMENT

See Subsection 151.01.1 for Design-Build Contracts.

614.04.1 Concrete

Concrete is measured by the cubic yard in accordance with Subsection 552.04.

614.04.2 Reinforcing Steel

Reinforcing steel is measured by the pound in accordance with Subsection 555.04.

614.04.3 Metal Retaining Walls

Metal bin-type retaining walls are measured by the nominal square foot of facial area of wall.

614.05 BASIS OF PAYMENT

See Subsection 151.01.1 for Design-Build Contracts.

Payment for the completed and accepted quantities is made as follows:

Pay Item	Pay Unit
Concrete	Cubic Yard
Metal Retaining Wall	Square Foot
Reinforcing Steel	Pound

SECTION 615
IRRIGATION FACILITIES AND HEADWALLS

615.01 DESCRIPTION

The work is constructing irrigation facilities and headwalls.

615.02 MATERIALS

Furnish material in accordance with the following section requirements:

Concrete, Class General.....551

615.03 CONSTRUCTION REQUIREMENTS

Construct irrigation facilities and headwalls in accordance with the following:

Excavate in accordance with the applicable Section 209. Construct and install concrete structures in accordance with Section 552. Place reinforcing steel as shown in the contract. Moisten all surfaces where concrete is to be placed before the concrete is placed.

615.04 METHOD OF MEASUREMENT

See Subsection 151.01.1 for Design-Build Contracts.

Concrete is measured in accordance with Subsection 552.04. Reinforcing steel and excavation are incidental to concrete and not measured for payment.

615.05 BASIS OF PAYMENT

See Subsection 151.01.1 for Design-Build Contracts.

Payment for the completed and accepted quantities is made under the following:

Pay Item	Pay Unit
Concrete	See Subsection 552.05

SECTION 616
CONDUITS AND PULL BOXES

616.01 DESCRIPTION

This work is furnishing and installing plastic and steel electrical conduit, including fittings, junction boxes, pull boxes, and accessories.

616.02 MATERIALS

Furnish materials in accordance with the following subsection requirements:

Conduit 703.02
Pull Boxes 703.03

616.03 CONSTRUCTION REQUIREMENTS

616.03.1 General

Install conduit and pull boxes in accordance with the NEC.

Conduit lengths in the contract are estimated, and may require changes, approved by the Project Manager, to avoid underground obstructions. Refer to Subsection 107.18 regarding locating underground utilities before excavation.

Provide the specified conduit type and size or substitute a larger size conduit at Contractor expense. Do not change conduit size within any conduit run. Use minimum 2-inch diameter conduit between pull boxes and adjacent standard bases.

Have conduit enter the foundation at least 24 inches below the top. Conduit stubs on structures are specified in the contract.

Place and securely hold in position conduit ends, anchor bolts, and other fittings set in concrete until the concrete sets.

Lay conduit a minimum of 18 inches below the curb grade in sidewalk areas and not less than 24 inches below the finished grade in all other areas.

Install conduits under railroad tracks to railroad company requirements. Notify the Department and the railroad company at least 48 hours before starting work on railroad property.

Terminate conduit in standard or pedestal foundations at least 3 inches above the foundation top. Keep conduit within foundations at least 6 inches from the foundation face. Extend conduit terminating in standards or pedestals above the foundation and slope it towards the handhole opening.

Terminate conduit entering concrete pull boxes 2 inches inside the box wall, at least 2 inches above the bottom and slope it to aid cable pulling. Locate conduit entrances in pull box bottoms near the end walls leaving most of the box clear. Install conduit outlets in the box from the direction of the run. Seal conduit leading into socket walls, lights, or fixtures below the pull box grade using a watertight sealing compound.

Install a pull wire in all unused conduits over 10 feet long. Double at least 2 feet of pull wire back into the conduit at each termination point for runs over 100 feet; double 1-foot back for shorter runs.

Install a conduit expansion joint, detailed in the contract, where the conduit crosses a fixed or structure expansion joint. Equip each expansion fitting with a grounding strap jumper. Thoroughly clean contact areas before clamping grounding straps.

Secure all conduit bonds, lighting bracket anchor bolts, and bridge rail anchor bolts to form a continuous mechanical and electrical system. When not included as part of a new foundation, furnish, install, and pay for all work and materials (such as grounding straps and bare AWG No. 6 wire) necessary to make a continuous grounded system as part of the unit price for conduit.

Clean out existing underground conduit incorporated into new conduit with compressed air and mandrel for size if required.

Install pull boxes and conduits as specified with the pull box covers flush with the concrete facing or as directed.

Compact backfill material for conduit trenches constructed outside of the roadbed sections to the density of the adjacent material.

Restore existing surfaces disturbed by conduit or pull box installations to the original type and condition.

Push or bore conduit under existing roadways. Install conduit that is to be under new surfacing prior to new surfacing being put in place. Keep jacking and drilling pits at least 2 feet away from the roadway surface edge. Do not undermine the roadway surface or soften subgrade when using water.

Open cutting across the existing roadway will be allowed only after 3 unsuccessful attempts at conduit installation using either a fluid assisted directional boring system with a minimum push and pull back force of 4,946 lbf, or a directional rod pusher with a minimum push and pull back force of 38,217 lbf. The Project Manager may approve cutting small test holes in the roadway surface to locate obstructions.

When approved by the Project Manager, trench across paved roadways without disturbing or injuring the paved surface on both sides of the trench.

Cut asphalt pavements leaving a straight cut face. Excavate, install conduit, and backfill with approved material. Fill the top 1-foot of the trench with compacted plant mix or as directed. Replace any damaged pavement.

Fill open cuts across roadways with CLSM in accordance with the contract. Furnish and place CLSM as an alternative to compacted soil to the lines and grades shown in the contract.

Submit a mix design and furnish CLSM in accordance with Section 551.

Payment for all costs associated with furnishing and placing CLSM is included as part of the conduit bid item.

616.03.2 Plastic Conduit

Excavate trenches for plastic conduit a minimum 24 inches deep. Tamp the trench bottom and bed with 2 inches of sand before laying the conduit. Once the conduit is placed, place compact sand, or soil free of rocks or hard lumps, 6 inches above the pipe. Complete the backfill using material passing a minus 3-inch screen.

Join conduit using a solvent-welded slip-fitter coupling to provide a watertight joint.

Separate plastic parallel and perpendicular conduit runs from each other with at least 3 inches of sand or soil cushion. Cap open ends of conduit to prevent moisture, dirt, or rocks from entering the conduit.

For plastic conduit runs 300 feet or longer, leave one end disconnected or insert an "O" ring expansion coupling near one end of the run.

616.03.3 Steel Conduit

Install rigid conduit in accordance with the NEC article 346.

Make field cuts square and true so that the ends join full circumference. Ream the conduit ends to remove burrs and rough edges.

Slip joints or running threads are not permitted for coupling conduit. Use an approved threaded union coupling when a standard coupling cannot be used.

Coat any new threads on conduit with a cold galvanizing compound before making couplings.

Tighten couplings until the conduit ends are brought together making a good electrical connection throughout the entire conduit run.

Paint damaged conduit coating with a cold galvanizing compound.

Thread and cap conduit with standard pipe caps until the wiring is placed. Install insulated grounding bushings when caps are removed.

Connect new steel conduit directly to stubs of existing steel conduit protruding from existing foundations and at nearest coupling points. New threaded joints may be approved by the Project Manager if the above requirements are met. Do not use plastic conduit in the system.

Make conduit field bends having a minimum radius of six times the inside diameter of the conduit. Factory conduit bends must not crimp or flatten the conduit and use the longest practical radius.

616.03.4 Pull Boxes and Manholes

Construct and install pull boxes and manholes as specified. The Contractor may install additional pull boxes to aid the work at the Contractor's expense. Install pull boxes and manholes with covers level with curbs, sidewalks, and surrounding ground. Bed the box bottoms in concrete or crushed rock as specified. When replacing or adjusting an existing pull box, adjust conduit stub heights accordingly.

When installing pull boxes in sidewalk, install so water runs away from the pull box lip. When installing pull boxes in open ground, encase pull box in a Class General concrete pad extending 12 inches horizontally away from the pull box in all directions and at least 12 inches deep.

Prevent damage to any existing pull box to be re-used on this project. Any pull box damaged by the Contractor is to be replaced by the Contractor at no cost to the Department.

This item includes all excavation, gravel base, the concrete pad around the pull box, placement of the pull box, electrical bonding of conduits, backfill, and repair of the surface and surrounding area.

616.04 METHOD OF MEASUREMENT

See Subsection 151.01.1 for Design-Build Contracts.

616.04.1 Lump Sum Basis

When a conduit system or portion thereof is specified in the contract on a lump sum basis, the system is measured by the lump sum.

616.04.2 Conduit

Conduit is measured by the foot.

616.04.3 Pull Boxes and Manholes

Pull boxes and manholes are measured by the unit.

616.05 BASIS OF PAYMENT

See Subsection 151.01.1 for Design-Build Contracts.

Payment for the completed and accepted quantities is made under the following:

Pay Item	Pay Unit
Conduit	Foot
Conduit System	Lump Sum
Manhole	Each
Pull Box	Each

SECTION 617
TRAFFIC SIGNALS AND LIGHTING

617.01 DESCRIPTION

This work is installing or modifying traffic signal(s), lighting, and other electrical systems.

617.02 MATERIALS

Furnish materials in accordance with the following section requirements:

Hydraulic Cement Concrete 551
Lighting and Signal Materials 703

617.03 CONSTRUCTION REQUIREMENTS

617.03.1 General

Consult with the Project Manager and affected utility companies about the work prior to commencement of work. Obtain daily, safety circuit clearance from the servicing utility before starting work on existing series street lighting circuits. Pull cut-out plugs and place worker signs at cut-out boxes before work is started.

Use rosin core solder in all electrical soldered connections.

Pick up Department-furnished material and equipment from the Traffic Engineering Section, 2701 Prospect Avenue, Helena, Montana, and transport to the project as part of the contract unit price. Provide the Traffic Signal Engineer at least 5 business days' advance notice before arriving to take delivery. The date/time arranged for equipment pickup will be mutually agreed to and be as close as possible to the contractor's request.

Repair or replace all existing improvements and equipment disturbed, damaged, or removed in performing the work at Contractor expense.

The locations in the contract for signal and light standards, controller pedestals, conduit runs, pull boxes, illuminated signs, and appurtenances are approximate. The Project Manager will establish the exact field locations and elevations.

Furnish and install all incidental parts not specified but necessary to complete or modify the traffic signal, lighting, or other electrical systems at Contractor expense.

Make arrangements with the serving utility for providing service to the project. Work with the serving utility to determine the schedule for and exact location of the service.

Pay all fees and energy costs used for temporary Contractor operations. The Department will pay the energy costs to operate signals and lighting used by the public.

All systems must be complete and operable when the work is completed.

Coordinate all construction activities to ensure all interim and/or permanent pavement markings and all associated signs are in place prior to the signal turn-on. Place new traffic signal installations into "flash" for a period of 3 to 5 calendar days immediately prior to the turn-on. The traffic signal will be put into operation upon approval, and at the sole discretion, of the traffic signal engineer from the traffic engineering section. The sole discretion of the traffic signal engineer is based on the whether the project intent has been met, the completeness of the project, and the ability to turn on the traffic signal safely.

Inform the Project Manager of the desired turn-on date prior to the time the signals are to become operational. Have the project manager inform the traffic signal engineer of the desired turn-on date at least 2 weeks prior to that date. The date arranged for the signal turn-on will be mutually agreed to and be as close as possible to the contractor's desired turn-on date.

617.03.2 Equipment Lists and Drawings

Submit the following for approval after award:

1. A complete list of the proposed equipment and material. Include the quantity, description, size, name of the manufacturer, and catalog number of each item. Indicate which items are on the QPL.
2. Manufacturer's product data sheets for each item of equipment and material listed that are not on the QPL. The data sheets must have the specific items to be used underlined in red or highlighted, including item specifications.
3. Shop drawings, design calculations, and welding procedures for all metal signal and luminaire standards that are not on the QPL. Check and approve the shop drawings and design calculations before submitting. Show the Contractor's approval on the drawings.
4. Documentation required by the QPL for items that are on the approved QPL list.
5. Submit signed documentation in accordance with Subsection 106.09 and the manufacturer's certification that pole material and galvanizing meets specifications.

Materials and equipment listed as approved on the QPL at the time that the list of proposed equipment and materials is submitted, may be accepted as a pre-approved QPL item in lieu of the normal submittal and approval process outlined in this section.

Obtain further information and requirements on the QPL website, located at https://www.mdt.mt.gov/business/contracting/qpl-construction-products.aspx.

The Department has 20 business days after receipt to approve the submittals. Upon receipt of the approved list of equipment and material, immediately order the materials and submit copies of the dated purchase orders for major items. Re-submit any disapproved items for Department review within 20 business days of notification of disapproval.

Submit the invoices showing the shipping dates within 10 calendar days of the invoice dates.

The calendar date or the number of working/calendar days allowed for completion of the contract will be adjusted by the number of days the Department's review of the submittals overran the Department's review time, if the Departments delay effects the Contractors operation as shown on the most recently reviewed schedule. No additional compensation is allowed for these Department-caused delays.

The Department is not liable for any materials purchased, labor performed, or work delay (except as stated above) before approval of the required submittals.

All material is subject to inspection after delivery to the project and during installation on the project. Failure by the Project Manager to note defective material or faulty workmanship during construction does not relieve the Contractor of responsibility for removing or replacing defective material or redoing work at Contractor expense. Inspection or sampling of certain materials may be made at the factory or warehouse before delivery to the site at the Project Manager's discretion. No material rejected before delivery is to be delivered to the project, and all material rejected on the project must be removed from the work.

Submit all equipment guaranties and warranties.

617.03.3 Maintenance of Signals

Maintain existing traffic signals that are moved or modified once work begins.

The responsibility for existing traffic signals continues with the agency normally responsible for the traffic signals until work begins.

Be responsible for new or modified traffic signals placed in service until the project is accepted. Provide in writing the names and phone numbers of the persons responsible for the operability and maintenance to the jurisdictional law enforcement agency and the Project Manager in case of signal malfunction.

617.03.4 Excavation and Backfilling

Excavate for conduit, foundations, other equipment, and materials as specified. Excavate trenches to the width necessary to install electrical equipment, materials, and foundations. Saw cut all existing pavements before excavating.

Do not start excavation until the conduit, equipment, and materials are on site.

Place excavated material without obstructing vehicular or pedestrian traffic or surface drainage. Remove and dispose of surplus excavated material at the end of each work day.

Backfill excavations in accordance with Subsection 209.03.6. Bring excavations up level with the adjacent surface or grade to drain as required until permanent repairs are made.

When construction is suspended each day, clear all equipment and material from the roadway for public use as specified in Section 618.

617.03.5 Removing and Replacing Improvements

Replace or re-construct existing sidewalks, curbs, gutters, pavement, bituminous surfacing, base material, landscaping, and other improvements removed, broken, or damaged by the Contractor with equal or better-quality materials.

Cut concrete sidewalk and pavement borders to be removed without damaging the adjacent surface. Whenever a part of the existing concrete sidewalk, driveway or pavement is broken or damaged, remove the entire square or slab and replace the concrete as specified.

Repair or remove and replace all existing improvements damaged by the Contractor at its expense.

617.03.6 Foundations

Construct post, standard, controller cabinet, and pull box concrete encasing pad foundations using Class General or better hydraulic cement concrete in accordance with Section 551.

Place the concrete foundation bottoms on undisturbed ground. Monolithically pour foundations where practical. Form the exposed faces. Ensure forms are rigid and braced true to line and grade. Finish the footing tops for posts and standards, except special foundations, to the curb or sidewalk grade or as directed. Position and hold in place conduit ends and anchor bolts using a template until the concrete has set. Provide the proper anchor bolt circle for all standards.

Install luminaire and Type 1 signal foundations to ensure that no portion of the foundation or base that is non-breakaway projects more than 4 inches above the ground line. Leave anchor bolts projecting at least 3 inches from the foundation.

Apply an ordinary surface finish to the exposed concrete surfaces in accordance with Subsection 552.03.11(D).

Where obstructions prevent the construction of planned foundations, the Contractor may propose an alternate foundation construction method.

Posts, poles, standards, and pedestals may be erected, plumbed, and raked after the foundation concrete has cured at least 72 hours.

Concrete quantity increases for foundations to accommodate the standard furnished by the manufacturer are at Contractor expense.

Construct foundations to accommodate the conduit and anchor bolts as specified.

Do not use pancake grounds.

Reinforce foundations with No. 4 hoops at 1-foot centers and with eight No. 6 bars equally spaced around the hoops. Form the top 6 inches of the foundation, beveling the exposed concrete edge 2 inches. Electrically bond all steel conduits in each foundation to an anchor bolt using an AWG No. 6 copper grounding strap. Connect a bare copper AWG No. 6 solid wire between the grounding lug on the standard and the grounding strap.

617.03.7 Standards

Install signal standards in accordance with Subsections 556.03.8 and 703.04.5.

Field drill other holes for wire entry, mounting pedestrian and vehicle signals, or pedestrian pushbuttons. Treat the holes or threads with a cold galvanizing compound following the manufacturer's recommendations. Seal unused pipe tenons on mast arms with metal caps.

Once the non-breakaway standards, posts, or pedestals are erected and the installation complete, grout the gap between the base and foundation using grout in accordance with Subsection 713.04. Form or drill a ¾-inch drain hole in the grout at the lowest point.

Repair all damage to galvanized pole and standard surfaces by applying one coat of cold galvanizing compound to the damaged area.

617.03.8 Luminaires

Install luminaires in accordance with Subsections 556.03.8 and 703.04.5.

Check luminaires on the ground to ensure they provide the specified ANSI/IES light distribution pattern before mounting. Adjust the luminaires at night, as directed, to provide the best roadway light distribution. Notify the Project Manager when the luminaire system is complete. The luminaires may be put into operation when necessary for public use as directed by the Project Manager.

617.03.9 Advanced Flashing Beacons

Furnish mounting hardware to mount the traffic signal and sign as shown in the Detailed Drawings. Furnish a traffic signal as specified in Subsection 703.08. Payment for the sign and its mounting is covered on the signing plans.

617.03.10 Conductors and Cable

Install wiring in accordance with the NEC requirements.

Neatly arrange and lace wiring in cabinets, junction boxes, and the like.

Run conductors in conduit except inside poles. Remove all dirt and moisture from the conduit runs before pulling wiring. Use powdered soapstone, talc, or other approved lubricant when placing conductors in conduit.

Run signal light conductors without splices from a terminal block located in the cabinet, compartment, or signal head to a similarly located terminal block.

Splice conductors only where specified using approved watertight connectors. Locate connectors in pole bases to be easily accessible through the handhole. Furnish watertight connectors with midget ferrule type fuses.

Leave 4 feet of slack for all cables or conductors entering each cabinet. Prepare cables for connection in the cabinet by removing at least 2 feet of the cable sheath. Coil slack cable and conductor neatly inside the cabinet. Furnish spade type connectors for all the conductors in each cable. Supply connectors and fuses shown in the contract and required to complete the work. Include the cost of these items in the bid items for cable or conductor.

Leave at least 2 feet of slack for each cable and conductor at each standard and pull box.

Use a conductor separate from the signal light circuit for all 24-volt circuits, such as pedestrian push-button circuits.

When conductors and cables are pulled through conduit, tape the conductor and cable ends to seal out moisture until the splices are made or terminal appliances attached. Tape the ends of spare conductors.

Tag cables at controller cabinets to show routing. Label cable and conductor with the appropriate pole number or as approved by the Project Manager to show individual wire routing.

A. Detector Loop Shielded Cable. Ground the drain wire at the controller cabinet and dead end where the cable connects to the loop wires. Make cable to loop wire connections within the pull boxes with soldered, waterproof splices.

B. Emergency Preemption Detector Cable. Run the cable from the detector head to the discriminator. Follow the preemption manufacturer's recommendations for detector cable connections at the discriminator and detector head.

C. 50 Ohm Coaxial Cable. Use a standard type "N" male connector with silver plated bodies and pins at the end of the cable. Use type "N" connectors manufactured by the coaxial cable manufacturer.

Provide a jumper cable to connect the lightning arrestor to the local radio that meets all of the same specifications as the coaxial cable and type "N" connectors listed above. Provide a jumper cable that is approximately 4.5 feet in length. A pre-manufactured, super flexible, jumper cable may be used in place of coaxial cable.

Route the cable from the yagi antenna through the traffic signal pole as shown in the details. Field drill a hole in the traffic signal pole of approximately ¾-inch diameter for cable entrance. Break sharp edges and treat the hole with cold galvanizing compound. Furnish and install a cable-protecting weatherproofing grommet to ensure the installation is weather tight. Furnish and install a stainless-steel wire mesh grip to provide strain relief for the cable.

Provide approximately 2 feet of extra cable in the lower right side of the controller cabinet prior to making the connection to the lightning arrester.

Install coaxial cable in one continuous run from the antenna to the controller cabinet. Do not place stress on the cable during installation such that the cable is twisted or stretched.

617.03.11 Service and Control Assembly

Equip and locate service and control assemblies as shown in the contract. Meet all applicable Codes and local utility company requirements.

Furnish lock and 3 keys to the lock.

Service pole locations shown in the contract are approximate. The Contractor, Project Manager and serving utility will jointly determine the exact locations. The utility must specify the riser location when the Contractor is to install the lower section of a riser on a utility pole. Include the cost of the 6 x 6-inch wood post, if necessary, as part of the service assembly bid item. Pressure-treat all S4S timber posts and poles in accordance with Subsection 706.04.

Seat, backfill, and compact around the poles. Compact backfill in 8-inch lifts. Plumb and rake the pole as directed.

Treat injuries, cuts, and holes in poles after treatment with 3 applications of Ammoniacal Copper Zinc Arsenate (ACZA) or copper naphthenate (CuN) solution containing a minimum 2% copper metal in accordance with AWPA M4.

Furnish all steel conduit, ground wire, insulated clevis, service wire, all mounting hardware and fittings required to complete this item of work. Include the cost of these items, if necessary, as part of the service assembly bid item.

Run a bare AWG No.6 solid copper ground wire from the cabinet to a ⅝-inch by 8-foot copperweld ground rod and clamp, as shown in the contract.

617.03.12 Photoelectric Controls

Wire photoelectric controls to meet the contract requirements.

Mount the control at the top of the standard with the photocell oriented toward the north sky or as directed.

Use a 3 AWG No. 14 signal cable in accordance with Subsection 703.05.1 between the photoelectric controller and the electrical service. Include the cost of the photoelectric control, if necessary, as part of the service assembly bid item.

617.03.13 Control Cabinet Pedestals

Locate the pedestal as specified or directed. Construct the pedestal, including the concrete work, as specified. Furnish a bare solid copper AWG No. 6 ground wire, ground rod clamp, and ⅝-inch x 8 feet copperweld ground rod for the controller cabinet as part of this item.

617.03.14 Traffic and Pedestrian Signals

A. Optical Units. Affix a permanent label, indicating the date of installation, to the back of each Light Emitting Diode (LED) signal indication installed. The Project Manager must approve the label and method of attachment.

Install signal heads after all other signal equipment is placed and ready for operation or cover the entire signal head with an opaque covering marked with the words “Out of Service”.

Use a continuous 7 conductor AWG No. 14 signal cable from the traffic signal side-of-pole terminal compartment mounted on the signal pole shaft to the end of mast arm signal indication. Use a separate continuous 5 conductor AWG No. 14 signal cable from the terminal compartment to the other signal indication closest to the terminal component. Use 5 conductor AWG No. 14 to the other signal heads as necessary. Include the cost of these cables in the price per signal standard. Cables run from the end of mast arm indication to the other signal indications are included in the cost of the signal heads. If not required for signal mounting, install a side-of-pole terminal compartment for wire termination. If not used for signal mounting, include the cost of the terminal compartment in the price per linear foot of signal cable.

Use ½-inch (M12) coarse thread stainless steel bolts to mount traffic signals, pedestrian signals, or terminal compartments to the side of signal poles.

B. Mounting Brackets. Plumb or level all elements, symmetrically arrange, and securely assemble. Conceal all conductors in the poles and assembly. At each signal location, construct a terminal compartment in the bracket system as shown in the contract.

Bracket mounted signals that are post top mounted must have a terminal compartment cast with an integral slip-fitter. Signal heads mounted on luminaire standards or other tall poles must have a side-of-pole terminal compartment to bolt securely to the pole.

C. Signal Head Mounting. Mount signal heads as shown in the contract. Use internally wired plumbing devices for mounting signal heads to mast arms. Use the standard mounting for all three-section mast arm mounted signals, unless 17.5 feet of roadway clearance cannot be obtained. Use an elevator plumbizer, when necessary, to obtain the 17.5-foot clearance.

Use an elevator plumbizer to mount all four and five section signals.

Provide positive lock rings and fittings for all signal heads. Use rings and fittings with serrated contacts.

Cooperate with Department personnel to aim the signal heads after installation prior to the signal turn-on.

D. LED Retrofit. Replace the existing traffic signal lens and reflector assemblies or existing LEDs with LED modules. Install LED modules and assemblies per manufacturer guidelines and the requirements of this section.

617.03.15 Loops

Repair saw cuts through existing pavement markings as directed.

Clean the saw cut slot before placing the loop.

Make loop wire connections in pull boxes or signal standards using soldered, waterproof splices. Excess make-up wire, lead-in or loop wire coils are not permitted. Ensure a minimum of 3 feet of insulated conductor is coiled neatly in the bottom of the pull box for each loop.

Tag loop wire in the pull box, or signal standard if spliced there, with a permanent wire marker indicating the approach, loop number, and "input" or "output".

The Department will verify the following loop characteristics prior to accepting the loop.

- A resistance to ground of less than 100 Megohms indicates a faulty loop.
- An Inductance of less than 100 microhenries indicates a faulty loop.
- A resistance of more than 5 ohms indicates a faulty loop.

Repair faulty loops at Contractor expense.

617.03.16 Radio Antennas

Furnish and install suitable brackets for mounting the antenna as illustrated in the contract. Be responsible for providing proper fit of the antenna and associated assembly components.

Furnish and install a broadband (125 MHz to 1,000 MHz) flange-mounted surge suppressor utilizing a UL497B listed gas tube. Furnish an arrester that is multi-strike capable and has a maximum turn on time of 2.5 ns for a 2 kV/ns surge. Furnish an arrester with an operating temperature range of −50 to 120 °F. Install the surge suppressor in the lower right-hand side of the controller cabinet below the incoming power panel or as directed by the Project Manager. Ensure the surge arrestor is grounded to the cabinet ground bar.

617.03.17 Pedestrian Push Buttons

Install the push button and sign on the crosswalk side of the pole with the arrow pointing in the direction of the crosswalk.

Use ¼-inch (M6) coarse thread stainless steel bolts to mount pedestrian push buttons to the side of signal poles.

A. Accessible Pedestrian Signals. Any additional hardware, control unit, signal cable or wiring required for operation of each accessible pedestrian signal must be included as part of the accessible pedestrian signals.

At new traffic signal installations, do not activate accessible pedestrian signals until the day of the scheduled signal turn-on. Department personnel from the traffic engineering section must be present before activation to program accepted sound/volume settings.

At existing traffic signal installations, do not install accessible pedestrian signals until Department personnel from the traffic engineering section are present. Contact the Traffic Signal Engineer at least 2 weeks prior to installation to schedule a representative from traffic engineering.

When voice messaging is required, submit a custom voice message detail sheet with the electrical material submittals.

617.03.18 Span Wire-mounted Signals

Install span wire suspended signals on overhead guys providing a sag of 5% of the total span distance.

Raise overhead guys with the signals attached to the specified sag. Adjust the guy mounting height at either or both poles, or the sag, or the rake of steel poles so that the signals are at the specified height with the proper sag and the poles are plumb when completed. Do not pull guys beyond the specified sag.

617.03.19 Bonding and Grounding

Make metallic cable sheaths, conduit, and metal poles and pedestals mechanically and electrically secure to form a continuous grounded system. Use copper wire or strap of equal cross-sectional area to an AWG No. 6 conductor for bonding and grounding jumpers. Use a No. 6 copper bonding strap, to bond standards and pedestals, attaching it to an anchor bolt and all conduit. Use a bare copper AWG No. 6 solid wire connected between the grounding lug on the standard or pedestal and the bonding strap. Ground one side of the secondary circuit of series-multiple transformers.

Ground conduit and neutrals at service points in accordance with the NEC or this Section; except use AWG No. 6 conductor or equal for grounding.

Furnish and install nonferrous ground rods or approved equals of at least ⅝-inch x 8 feet at each service point. Install ground rods in accordance with the contract and Code requirements. Bond the service equipment to the ground rod using a ground clamp and a bare AWG metal No. 6 solid copper wire or equal enclosed in a ¾-inch diameter schedule 80 plastic conduit.

617.03.20 Conduit and Pull Boxes

Refer to Section 616.

617.03.21 Field Test

Conduct the following tests on traffic signal and lighting circuits with the Project Manager present before completing the work:

1. Test each circuit for continuity.
2. Test each circuit for grounds.
3. Perform a megger test on each vehicle detector loop between the loop and ground before and after sealing. The megger readings must exceed 10 megohms; and
4. A functional test that demonstrates the system functions as specified.

617.03.22 Salvaging and Reinstalling Electrical Equipment

A. Salvaging Electrical Equipment. Remove, clean, salvage, and stockpile or re-install existing electrical equipment as specified.

Underground conduit, conductors, and foundations not reused are the Contractor's property and must be removed. The materials may, with written approval, be abandoned in place.

Replace all electrical equipment damaged or destroyed during salvage operations at Contractor expense.

B. Reinstalling Salvaged Electrical Equipment. Furnish and install all necessary materials and equipment to complete the new installation.

C. Remove and Reset Existing Poles and Standards. Remove the specified poles and standards, including their attachments from the existing locations and reset them at the specified new locations. Demolish the top of foundations to be abandoned to 2 feet below the finished grade. Backfill, compact and re-grade the area to the finished grade. Remove the existing wiring from the poles and standards and replace with new wiring, making all connections. Furnish 4 high strength anchor bolts, as specified, and 2 nuts and 2 washers for each bolt for the new foundation. Ensure the top 12 inches of the bolt is galvanized. Install a new foundation in accordance with Subsection 617.03.5 at the specified locations. Meet all the applicable Section 617 requirements for the reset installation.

617.03.23 Road Closure Gate Assemblies

Furnish and install road closure gates as shown in the contract. Include all necessary items and work required to erect the road closure gates as shown in the contract as part of this bid item. The cost of foundations, pull boxes, luminaire assemblies, service assemblies, conduit, and cables/conductors from the service assemblies to the road closure gate(s) are included under separate bid items.

Include the Type 3R cabinet mounted on the road closure gate and internal components thereof as part of this bid item. Furnish a dry type core and coil transformer with 120 volt primary/12 volt secondary in accordance with UL standard 506. Size of the transformer is a nominal 2.79"(H) x 3.29"(W) x 3.97"(D).

Furnish and install gate arm lights that utilize red LEDs and have an operating range of 8.5 to 12 VAC (input voltage).

Furnish vehicular traffic signal heads in accordance with Subsection 703.08.

617.03.24 Overheight Detectors

Install and adjust the detectors on the poles following the manufacturer's recommendations.

Furnish the transmitter, receiver, 2 poles, anchor bolts, nuts, washers, all necessary wiring, and connectors for this item.

617.04 METHOD OF MEASUREMENT

See Subsection 151.01.1 for Design-Build Contracts.

617.04.1 Lump Sum Basis

When a traffic signal and lighting system or portion thereof is specified in the contract on a lump sum basis, the system is measured by the lump sum.

617.04.2 Traffic Signals and Lighting

Measurement for traffic signals and lighting is made as follows:

1. Conduit and pull boxes are measured in accordance with Subsection 616.04.
2. Concrete foundations are measured by the cubic yard based on plan dimensions. Deductions are not made for the concrete displaced by reinforcing steel, anchor bolts, and conduit. Foundation work includes backfill, furnishing reinforcing steel, electrical bonding, and restoring the surface around the foundation.
3. Cables, conductors, and treated timber poles are measured by the foot in place. Unless otherwise specified, conductors and cables are measured from termination to termination.
4. The following items are measured by the unit:
   - **a.** Advanced warning flasher
   - **b.** Controller cabinet pedestals
   - **c.** Controllers
   - **d.** Detector loops
   - **e.** Detector loop amplifiers
   - **f.** Emergency pre-emption systems
   - **g.** Luminaire assemblies
   - **h.** Overheight detector
   - **i.** Other component parts as specified in the contract.
   - **j.** Pedestrian push buttons
   - **k.** Pedestrian signals
   - **l.** Photoelectric controls
   - **m.** Radar Detector, & Advanced
   - **n.** Remove and reset existing pole (foundation measured separately)
   - **o.** Road closure gate assemblies
   - **p.** Service and control assemblies
   - **q.** Signal standards
   - **r.** Standards
   - **s.** Traffic signals

617.05 BASIS OF PAYMENT

See Subsection 151.01.1 for Design-Build Contracts.

Payment for the completed and accepted quantities is made under the following:

Pay Item	Pay Unit
Cables	Foot
Concrete	Cubic Yard
Conductors	Foot
Conduit and Pull Boxes	See 616.05
Controllers	Each
Controller Cabinet Pedestals	Each
Detector Loops	Each
Detector Loop Amplifiers	Each
Emergency Pre-emption Systems	Each
Luminaire Assemblies	Each
Overheight Detector	Each
Pedestrian Signals	Each
Pedestrian Push Buttons	Each
Photoelectric Controls	Each
Pull Boxes	Each
Radar Detector, & Advanced	Each
Road Closure Gate Assembly	Each
Remove and Reset Existing Pole	Each
Standards	Each
Service and Control Assemblies	Each
Signal Standards	Each
Traffic Signals	Each
Traffic Signal and Lighting System	Lump Sum
Treated Timber Poles	Foot
Other Components as specified in the contract	Each

SECTION 618
TRAFFIC CONTROL

618.01 DESCRIPTION

This work is the furnishing, installing, and maintenance of traffic signs, barricades, lights, signals, pavement markings, and other specified traffic control devices. It includes flagging and pilot car operation and furnishing and applying dust control.

618.02 MATERIALS

Furnish materials in accordance with the contract, the MUTCD, and the following subsection requirements:

Advance Warning Arrow Panels	715.03
Flagger Ahead Warning Signs	715.05
Portable Sign Support Assemblies	715.02
Retroreflective Sheeting	704.01.7
Signs and Channelizing Devices	715.01
Temporary Striping Tape	714.01
Temporary Striping Tabs	714.02
Temporary Waterborne Traffic Paint	714.03
Warning Lights	715.04

Furnish work zone traffic control devices that meet the NCHRP 350 or the MASH crash test requirements.

618.03 CONSTRUCTION REQUIREMENTS

618.03.1 Purpose and Prosecution of Work Zone Traffic Control

Schedule construction and provide work zone traffic control to accomplish the following:

1. Provide the protection, safety, and convenience for motorists, bicyclists, pedestrians, and other roadway users.
2. Ensure the protection and safety of construction personnel.
3. Advance the project work in the most beneficial manner to the public; and
4. Provide mobility for highway users.

Provide work zone traffic control for all construction activities on the roadway and within the clear construction zone and other specified areas. The construction clear zone is the area within 30 feet of the edge of a traffic lane.

Furnish work zone traffic control in accordance with the contract requirements, the MUTCD, and the approved traffic control plan.

618.03.2 Traffic Control Plan

The Detailed Drawings and the MUTCD provide traffic control requirements for the contract.

A. Traffic Control Plan Requirements. Submit a traffic control plan in accordance with the Table of Contractor Submittals. Address the proposed operations and contingencies in the submitted plan. Deviations or modifications from the submitted traffic control plan may be made to address field conditions if approved by the Project Manager. Limit inconvenience to the traveling public as much as practicable and account for the safety of both the traveling public and project personnel. The Detailed Traffic Control Plan for the proposed activities must consist of the following:

1. **Contract Specific Drawings.** Submit contract specific traffic control drawings that include proposed traffic control configurations. Submit project specific traffic control plans on aerial overlays for urban areas. Submit traffic control aerial overlays for other traffic control elements when requested by the Project Manager. Provide drawings with the

same level of detail as in the MUTCD and the Detailed Drawings. Identify the type and location of work zone traffic control devices proposed for use.

2. **Special Features.** Identify the location and purpose of proposed flaggers, temporary signals, pilot car use, business access signs, authorized vehicle median crossings, temporary median crossings, interchanges, interstate crossovers and detours. Detours not identified in the contract are subject to the approval of the Project Manager.
3. **Sequencing Details.** Provide details for each phase in the sequence of operations and for each type of construction operation. At a minimum, include details for earthwork operations, gravel placement, paving, seal and cover, striping, bridge work, detours, permanent sign installation, guardrail work, temporary blunt end protection, temporary access breaks, equipment crossings, and any other work within the clear zone. Sequence the work such that equipment does not operate against the flow of traffic without the approval of the Project Manager.
4. **Continuous Traffic.** Provide details that ensure the continuous flow of traffic through the work zone.
   - Maintain access to and from the premises of adjacent property owners and approaches at all times.
   - Do not stop traffic in both directions at the same time unless approved by the Project Manager.
   - Maintain a minimum of one lane of traffic at all times.
   - Return traffic to normal two-lane operation at night and on non-working days.
   - Identify measures to provide suitable passage of mail delivery and scheduled school bus runs within the project limits.
   - Address traffic control measures for peak travel times on urban projects, signal replacements, and increased traffic due to public events on or near the project.
5. **Off-highway Vehicle (OHV) Separation.** Identify proposed measures and devices to keep articulated trucks, scrapers, and other OHVs separated from traffic. Separate OHVs from traffic by means of separate haul roads.

   Do not operate OHVs faster than 35 mph or the speed limit signed for the traveling public, whichever is lower. If any OHV operator violates this requirement or drives in an unsafe or erratic manner, upon written notice by the Project Manager, this driver must be removed from the project as an OHV operator.

   If a separate haul road is not physically possible, submit an alternate plan for approval. In order to be considered, the plan must meet the following requirements at a minimum:
   - The traveling public has the right-of-way.
   - When an OHV approaches vehicles, the OHV must come to a complete stop until all vehicles pass, including traffic lines led by pilot cars.
   - Equip the OHVs with a back-up alarm, back-up camera, and warning light.
6. **Emergency Vehicles/Situations.** Identify proposed measures to manage traffic delays due to incidents within the project limits and to accommodate emergency vehicles into and through the project limits. These measures must be presented to any local governments, tribes, or jurisdictions affected by the project.
7. **Pedestrian Traffic Control.** Identify proposed measures and routes to maintain pedestrian traffic control if there are any pedestrian facilities within the project limits. Always provide ADA compliant temporary measures for pedestrian facilities. Do not close

pedestrian routes without Project Manager approval. If closures of pedestrian routes are required, identify the proposed measures to warn, direct, and guide pedestrian traffic.

8. **Certifications.** Submit a completed Contractor's Certificate of Compliance for Work Zone Traffic Control Devices (form MDT-CON-618-02) prior to placing traffic control devices. At the Project Manager's request, provide certification that each type of traffic control device in use or to be used on the project meets retro-reflectivity and NCHRP 350 or MASH requirements.
9. **Written Narrative.** Provide a WN that details the proposed traffic control configuration for the project's construction operations. The WN must consist of the following:
   a. Supporting details and explanation for the traffic control configuration proposals.
   b. Detailed descriptions of the proposed traffic control for each separate operation of work.
   c. A description of the construction sequence of operations and how the traffic control plan will accommodate each sequence. Ensure that the traffic control sequence of operations corresponds with the project schedule as described in Subsections 108.03.2.
   d. Schedule of maintenance of traffic control devices.

B. **Traffic Control Plan Updates.** Submit an updated traffic control plan that accurately reflects current or proposed construction activities. Submit updates no later than the end of the following day.

If traffic control is not proceeding consistently with the Contractor's most recent traffic control plan, the Project Manager will require that the Contractor submit an updated traffic control plan that accurately reflects the Contractor's construction operations. If a required updated traffic control plan is not received or operations are not being conducted as per the current traffic control plan, the Project Manager may issue a project shut down order. Submit an updated traffic control plan prior to continuing work. Shut down orders due to the failure to meet traffic control requirements will not be considered as justification for additional compensation or contract time.

618.03.3 Traffic Control Conference

Attend a work zone traffic control conference organized by the Project Manager before starting work that alters the public's use of any roadway. The provisions for traffic control proposed for each stage of construction will be reviewed.

618.03.4 Traffic Control Reviews

Designate personnel to be responsible for traffic control work and its continuous surveillance. The designees must be available 24 hours a day to respond to calls concerning damage to traffic control devices from any cause. Provide the names and telephone numbers of 4 designees at the pre-construction conference. Designees, upon notification of a traffic control issue, must respond to the project within 2 hours.

The Project Manager and the designees will conduct periodic reviews of the traffic control throughout the work to ensure compliance with the traffic control plan. The reviews will be conducted at night, during adverse weather conditions, when construction work is active and inactive, and at other times as necessary.

618.03.5 Traffic Control General Requirements

Meet all traffic control plan requirements before starting work affecting the roadway. Furnish and maintain traffic control devices that meet the "acceptable" category described in Quality Guidelines for Temporary Traffic Control Devices and Features published by ATSSA. Repair or remove and replace "marginal" devices within 24 hours; repair or remove and replace "unacceptable" devices

immediately. Anything in the worse-than-marginal conditions is not acceptable. Do not deliver devices in the "unacceptable" category to the jobsite.

Properly maintain, clean, and operate devices when in use. Immediately remove the devices when they are no longer applicable to the work.

Install traffic control devices in accordance with manufacturer's recommendations or instructions.

Immediately remove or cover the entire sign face of non-applicable signs. Use coverings that are opaque, non-reflective, and securely fastened to eliminate visibility of the sign face. Cover signs with shapes having a specific meaning, such as STOP and YIELD, from both sides in a manner that masks the shape. Use materials of sufficient durability to resist deterioration due to weathering and atmospheric conditions. Do not use tape, paper, garbage bags, or cardboard for the covering. Do not rotate signs.

Remove traffic control devices when not in use. Limit the number of portables towed at a single time as necessary for safe travel.

Immediately remove existing signs and other traffic control devices on the present traveled way or on connecting state or federal routes to be abandoned when they no longer apply. Ensure roadways are always appropriately signed. Turn removed signs over to the Department.

Provide functional traffic lanes with signing and channelizing appropriate to the roadway condition at the close of each workday.

For long-term stationary operations (greater than 3 days), remove pavement markings in the traveled way that are no longer applicable in accordance with Subsection 620.03.10. Minimize pavement scarring when removing pavement marking material. Do not paint over existing pavement markings with black paint or spray with asphalt as a substitute for removal or obliteration.

Always provide traffic an un-obscured view of traffic control devices.

Store or park construction equipment, vehicles, materials, and debris at least 10 feet behind guardrail or outside the clear zone. When this is impractical, use approved warning devices and protective measures to delineate the item. Only equipment and materials for immediate use or incorporation into the work may be placed within the clear zone.

Store unused traffic control devices outside the clear zone in an approved staging area.

Contractor furnished traffic control devices are the Contractor's property. Traffic control devices furnished by the Department or installed on a force account basis are the Department's property.

Repair or replace all damaged traffic control devices. Damage caused by Contractors are not eligible for payment.

If the Contractor fails to provide the required traffic control, the Project Manager will provide the work and deduct the costs from monies due or that may become due the Contractor.

Contractors' employees need to obey all traffic control requirements.

Meet the requirements of Subsection 703.08(C) for all temporary signals.

618.03.6 Access Breaks

Submit a written proposal on the "Request for Access Break Approval" form, available from the Project Manager, for temporary breaks in Interstate access control or R/W fences for approval. See the form for access breaks requiring FHWA approval. Include all information requested on the form. Interstate access breaks used for non-interstate contracts are prohibited.

Provide a written narrative that describes how the traffic control plan addresses traffic safety and minimizes delay to the mainline traffic. Ensure the plan meets the MUTCD and the departments Detailed Drawings requirements.

Do not begin work on the access break until the Department has returned an approved proposal. Obtain the Project Manager's approval for all modifications to the original plan and submit the changes in writing. Excluding traffic control, assume all costs associated with construction,

maintenance, removal of the access break, and restoration of the area once the access break is removed.

618.03.7 Crossing, Entering, and Using Roadways

A. General. Construct temporary approaches and crossings with 10H:1V side slopes and include drainage provisions.

Remove all temporary approaches and median crossings once the work is complete. Restore and re-seed disturbed areas.

Do not use areas within the R/W as borrow sources or disposal areas for the construction or restoration of temporary approaches.

Provide the means and traffic control devices to allow safe crossings whenever articulated trucks, scrapers, and other off-highway vehicles are crossing the roadway being used by traffic as included in the traffic control plan and approved by the Project Manager in advance of operations. Operate registered and licensed hauling units, such as dump trucks, belly dumps, side dumps, etc. with the flow of traffic. Do not operate any hauling units on roadway shoulders.

B. Controlled Access and Multiple-lane Roadways. Use frontage roads and interchanges for equipment access to controlled access highways whenever possible.

Do not stop the general traffic on one-way roadways for the convenience of haul units without Department approval. Use interchanges or a series of appropriate lane closures at authorized vehicle median crossings or temporary median crossings for haul-unit operations on one-way roadways.

Haul unit turning movements are restricted to right-turn movements only when there is access to the project by frontage roads or where left-turn movements by hauling units would pose a hazard to the traveling public.

The use of authorized vehicle median crossings or temporary median crossings will not be allowed unless stated in the contract. If the construction of temporary median crossings is allowed as part of the contract, their use will be subject to all requirements of Section 618.

Submit an updated traffic control plan detailing the use of authorized vehicle median crossings or the construction of temporary median crossings, including the following:

1. The distance between any 2 median crossings, including interchanges, authorized vehicle median crossings, and temporary median crossings must be at least 2 miles unless a shorter distance is approved by the Department.
2. Median crossings must be at least 1,000 feet from structures and have a minimum 1,500 feet of sight distance at 3.5 feet above the pavement.
3. Sign median crossings as specified in the contract.
4. When not in use, protect crossings through median barriers by one of the following methods:
   - **a.** Place an approved impact attenuator at each end of the barrier opening.
   - **b.** Close the inside lanes to traffic with a controlled lane closure.
   - **c.** Close the opening by replacing and pinning the median barrier.

C. Two-lane Roadways. Always provide at least one functional lane for traffic.

Meet Table 618-1 requirements.

TABLE 618-1
TRAFFIC CONTROL REQUIREMENTS FOR HAULING UNITS ENTERING OR CROSSING 2-LANE ROADWAYS

Average Daily Traffic (ADT)/Load Frequency	Traffic Control Requirement
less than 2,000 ADT	stop hauling units for traffic
2,000 to 5,000 ADT/ Less than 50 loads per shift	stop hauling units for traffic
2,000 to 5,000 ADT/ More than 50 loads per shift	provide flaggers to control traffic
more than 5,000 ADT	provide flaggers to control traffic

Limit the number of locations at which flagging is provided at roadway crossings, entrances or exits to:

1. One location per material source or plant site entrance or exit: or

2. Roadway crossings approved by the Project Manager in the Traffic Control Plan.

The Project Manager may adjust the ADT or load frequency at which flagging is required in Table 618-1. The Project Manager may add or reduce flagging locations to ensure the safety and mobility of the traveling public and workers within the construction limits.

Where flaggers are not required by Table 618-1, the Contractor may use flaggers and traffic control, with Project Manager approval, at the Contractor's expense.

618.03.8 Traffic Control at Drop-off Areas

When existing slopes are 3H:1V or flatter, temporarily fill constructed drop-offs within 30 feet of the edge of travel lanes used by traffic to a 3H:1V slope or flatter at the close of work each day. Furnish and install, at Contractor expense, traffic control devices for slopes not temporarily filled to a 3H:1V or flatter.

When existing slopes are steeper than 3H:1V, temporarily fill constructed drop-offs within 30 feet of the edge of travel lanes used by traffic that matches or is flatter than the existing slope at the close of work each day. Furnish and install at Contractor expense, traffic control devices for slopes not temporarily filled to match, or that are steeper than the existing slope.

Temporary filling of drop-offs protected by positive barriers is not required.

Determine device spacing using the following formula:

$$\text{Factor in Feet} = \frac{(\text{A} \times \text{C} \times \text{W})}{(\text{S} \times \text{D})}$$

Where:

A - ADT adjustment

C - Degree of Curvature

W - Recoverable width, 4H:1V or flatter, in feet from the drop-off to the edge of the traveled way closest to the hazard.

S - Posted speed in MPH

D - Average drop-off depth in inches

Use the C factors in Table 618-2 for drop-offs outside of horizontal curves.

TABLE 618-2
C - FACTORS FOR DROP-OFFS ON THE OUTSIDE OF HORIZONTAL CURVES

Degree of Curve (English Radius)	C
less than 2 (greater than 2,865 feet)	5,800
2 to less than 4 (2,865 feet to greater than 1,433 feet)	5,200
4 to less than 6 (1,433 feet to greater than 955 feet)	4,900
6 or greater (955 feet or less)	4,500

Use the C - factor for curves with a degree of curve less than 2 for drop-offs on the inside of horizontal curves.

Use the ADT adjustment from Table 618-3.

TABLE 618-3
ADT ADJUSTMENT FACTOR

ADT	A
under 750	1.50
750 – 1,499	1.30
1,500 – 5,999	1.00
over 6,000	0.90

Round the computed spacing to the nearest 10 feet.

Use Table 618-4 to determine the device type using the spacing factor.

TABLE 618-4
TRAFFIC CONTROL DEVICE BASED ON SPACING FACTOR

Spacing Factor	Device Type
400 feet or greater	Flexible guideposts or standard delineators
20 to 390 feet	Type 2 object marker
Less than 20 feet	Positive barrier, if 12 hours lapses before filling

Space devices at the spacing factor. If W is less than 14 feet, do not exceed spacing in feet that is double the posted speed in miles per hour.

618.03.9 Traffic Control for Paving and Milling Operations

Provide flaggers at paving and milling machines. Locate the flagger 100 to 150 feet upstream from the machines.

Meet the following requirements for night paving operations:

- Place a 48 x 48-inch "NIGHT PAVING AHEAD" warning sign in advance of each warning sign series.
- Ensure all personnel working on or adjacent to traveled lanes are wearing Class 3 apparel in accordance with Subsection 107.06.

Apply temporary striping in accordance with Subsection 620.03.5. Place temporary striping at the end of each working day in which a full-width section is completed before opening to traffic. Do not use lane closures in place of temporary striping. Traffic control beyond the end of the workday, unless ordered by the Project Manager, is at Contractor expense. The Project Manager may suspend paving operations if a lack of temporary striping results in lane closures longer than the length of a day's paving.

618.03.10 Speed Feedback Signs

A. Materials. Furnish a Speed Feedback Sign (SFS) with a static sign size measuring a minimum of 36″ x 48″.

B. Construction Requirements.

1. Trailer. The trailer must not impede the flow of motor vehicles, bicyclists, or pedestrians.

2. Sign. Meet the following requirements:

a. Display should be activated only when an approaching vehicle is detected traveling 5 MPH or more over the posted speed limit.

b. Legend must be set to a minimum height of 18 inches with a visibility of at least ½ mile.

c. Must include the legend "YOUR SPEED XX MPH" or approved legend. The color of the changeable message must be a yellow legend on a black background.

d. "YOUR SPEED" display must be visible above standard height barrier rail.

e. The display must be programmed to display "SLOW DOWN" when the vehicle speed exceeds 10 MPH over the posted speed limit. The speed of the vehicle will not be displayed when the speed exceeds 15 MPH over the posted speed.

f. Display must not flash, strobe, change color, or use other animated elements integrated into the changeable legend display. When no vehicles are approaching, the changeable display must not display a legend.

g. Use photocells to detect ambient light on the speed display. The system must automatically adjust the brightness of the LEDs, accordingly, dim the display brightness in darkness and increase to full brightness in daylight.

3. Location. Install the SFS 1000′ to 1500′ upstream of workers adjacent to live traffic. When in use, a W3-5 sign must be installed 500 feet before the SFS.

618.03.11 Traffic Control for Seal Coat Operations

A. Two-lane Two-way and Multiple-lane Two-way Roadways. Place "LOOSE GRAVEL" (W8-7), "DO NOT PASS" (R4-1), and "SPEED LIMIT 35" (R2-1) signs, at the beginning of each work zone. Place the same sign combination for each direction of travel at 2-mile intervals within the work zone. Remove "LOOSE GRAVEL" (W8-7) signs once loose cover material is swept. Leave remaining signs in place until pavement markings within the zone are completed.

Control traffic with pilot cars until initial sweeping is completed for a maximum of 72 hours. The 72-hour period associated with pilot car use for each section begins once the

seal and cover has been placed and rolling is complete. For this work, a section is defined as the area of seal coat completed in each day of production.

Traffic control beyond these 72 hours, unless ordered by the Project Manager, is at Contractor expense.

B. Interstate Highways. Use lane closures and lane control devices for seal and cover operations on Interstate highways. Do not use pilot cars unless approved by the Project Manager.

Place "LOOSE GRAVEL" (W8-7) and "SPEED LIMIT 45" (R2-1) signs at the beginning of each work zone. Sign both sides of the roadway. Place the same sign combination at 2-mile intervals within the work zone. Remove "LOOSE GRAVEL" (W8-7) and "SPEED LIMIT 45" (R2-1) signs once loose cover material is swept.

Traffic control beyond these 72 hours, unless ordered by the Project Manager, is at Contractor expense.

618.03.12 Traffic Control for Striping and Sweeping Operations

Provide the following traffic control for striping and final sweep and broom operations not performed under closed lane or pilot car situations.

1. Furnish and operate a shadow vehicle equipped with a truck or trailer -mounted attenuator in accordance with Subsection 618.02 conforming to appropriate test levels. Position the truck to follow within 150 to 1,000 feet on pavement marking removal and application and sweeping and brooming. When placing or removing traffic cones that protect the pavement markings, use a vehicle with a truck-mounted attenuator or follow with a shadow vehicle possessing a truck mounted attenuator.
2. Equip shadow vehicles with an arrow board facing rear-approaching traffic.
   a. On multiple-lane roadways, place the arrow board display in lane shift mode (sequential arrow mode).
   b. On two-lane two-way roadways, place the arrow board in a hazard warning mode not displaying the lane-shift mode.
3. If peak hours are specified in the contract, provide the Project Manager with a schedule of striping and final sweep and broom operations at least 48 hours prior to work. Perform work during off-peak hours in order to minimize impacts to the traveling public unless approved differently by the Project Manager.
4. For Striping operations, include all costs associated with this work in the striping bid item.
5. Provide a WN identifying the proposed traffic control devices to be used for striping or final sweep and broom operations. If the Contractor and Project Manager agree that additional traffic control devices not listed in items 1 through 3 are warranted; the additional traffic control devices will be measured and paid in accordance with Subsections 618.04 and 618.05.

Failure to properly notify the Project Manager or provide adequate traffic control renders the striping or final sweep and broom operation unacceptable and unauthorized. Unacceptable or unauthorized work will be addressed in accordance with Subsection 105.12.

618.03.13 Traffic Control Device Location and Installation

Lay out the standard distances for traffic control devices to within an accuracy ± 5%. The Project Manager may direct adjustments to the device locations to fit site conditions.

Display all signs with the legend not more than 5° (1-inch per foot) from the horizontal plane.

Display the signs at the required mounting height with the hinged signs closed or non-hinged signs removed when not applicable.

The bottom of signs mounted on barricades or other portable devices must be at least 1-foot above the shoulder of the travelled way.

Use only one type of reflective sheeting in each sequence or group of signs or devices.

Stabilize sign trailers to prevent movement by wind or passing vehicles.

Mount work zone traffic control signs to posts when they are to remain at the same location for more than 3 consecutive days. Trailer-mounted W20-7a (flagger ahead) signs with generators are excluded from this requirement.

Ensure the G20-1 (ROAD WORK NEXT (X) MILES) and G20-2 (END ROAD WORK) signs do not conflict with other construction signing. Remove these signs when no longer necessary or when directed by the Project Manager.

Install work zone traffic control devices sequentially toward the work area beginning with the device located farthest from the work area. Remove sequentially in the opposite direction.

Use arrow boards in the sequential or flashing-arrow mode to supplement channelizing devices and standard signing when one or more lanes of a multiple-lane roadway are closed.

Do not use arrow boards in the sequential or flashing-arrow mode for lane closures or at flag stations on two-lane two-way roadways.

Flexible reflectorized warning signs are acceptable for daylight hour use.

Do not use traffic cones for channelization devices.

Do not use steel barrels for work zone traffic control.

Ensure that construction zone and work zone speed limits signs comply with the desired minimum speed limit values in Table 618-5. The Project Manager may direct adjustments to the speed limits or device locations to fit the conditions.

Submit a written recommendation if the Contractor’s proposed limits differ from those in Table 618-5. Give the locations and reasons for limits differing from those provided in Table 618-5. Reasons should be based upon the conditions of the roadway and the ability of traffic to flow safely and uniformly through the construction zone or activity area. The Project Manager will provide a written response to the recommendation, detailing the speed limit signs to be used.

TABLE 618-5
TRAFFIC CONTROL SPEED LIMITS IN CONSTRUCTION ZONES

Speed Limit	Activity Description
Existing	- Construction activities are 30 feet beyond the edge of the traveled way and construction vehicles are not crossing the traveled way. - Construction activities suspended during winter suspension or prolonged periods of time, based upon roadway conditions. - Holiday weekends and no workdays when work is not in progress and PTW has not been impacted. - Interstate merging tapers. - Survey crew activities not on the PTW or parking shoulder.
65 mph	- Two-lane two-way traffic on interstates. - One-lane one-way traffic on interstates with no activities in closed lane.
55-65 mph	- One-lane one-way traffic on interstates with activities encroaching on closed lane. - Two-lane two-way non-interstate traffic traveling on non-impacted roadway surfaces when construction activities are suspended or not present, based upon roadway conditions.
45-55 mph	- Interstate crossovers. - Two-lane two-way non-interstate traffic traveling on impacted roadway surfaces when construction activities are suspended or not present, based upon roadway conditions. - Two and four-lane roadways with construction activities within the clear zone but not encroaching on the shoulders and/or driving lanes.
45 mph	- Seal coat operations on interstates, increased to 55 mph once initial brooming roadway is completed. - Interstate roadways with construction activities on shoulders of a live lane.
35 mph	- Seal coat operations on two-lane two-way and multiple-lane two-way roadways, increased to 45 mph once initial brooming roadway completed. - In advance of flagging stations or temporary traffic signals. - Interstate and multiple-lane roadways with construction activities in closed lane(s) when workers are present. - Two-lane two-way roadways with construction activities on shoulders.
25 mph	- Temporary diversions on graveled surfaces. - Pilot car queues. - Survey crew activities within the traveled way. (non-interstate) - Two or multiple-lane roadways in an urban area with construction activity in a lane, when workers are present.

618.03.14 Flagging Operations

Provide flaggers that are currently certified by the Montana flagger training program, the ATSSA flagger program, or Idaho, Oregon, or Washington state flagger training programs. Flaggers are required to carry proof of flagger certification and present it to the Project Manager when requested.

Provide flaggers that are competent and equipped as required in the Department's Flaggers Handbook furnished by the Department.

Maintain constant radio contact between flaggers at each end of a work zone and pilot vehicles when visual contact is not possible. Use two-way V.H.F. or U.H.F. FM radios, operable in the terrain.

Place the W20-7a (flagger ahead) warning sign signals so the LEDs are visible 1,000 feet in advance of the sign. Place and operate the sign only when a flagger is at the flag station.

Provide a second flagger when more than 10 vehicles are stopped at a flag station 50% of the time to advise traffic of the delay. Place an additional W20-7a sign 500 to 1,000 feet ahead of the

average end of the stopped vehicle line. Optional Smart Workzone systems may be used in place of a Walkback flagger.

618.03.15 Nighttime Flagging Requirements

Nighttime flagging operations are those that occur from sunset to sunrise. Provide the following enhancements when nighttime flagging is used:

A. Illuminated Flagging Stations. Furnish portable balloon light(s) to illuminate flagging stations meeting the requirements of Subsection 210.03.8. Locate the illumination source so as not to create a hazard to the travelling public and to minimize glare to oncoming drivers. Shield light as necessary to prevent overflow onto adjacent properties.

B. Illuminated Flagger Paddles. Flagging paddles must be of octagonal shape at least 18 inches wide with letters at least 6 inches high, fixed to a rigid handle. Use signs having red colored flashing LED lights inside the STOP face and amber colored flashing lights inside the SLOW face, having a flash rate of 50 to 60 flashes per minute. The power source must be fully enclosed within the pole section. LED arrangement must meet any of the following arrangements:

1. Two white or red lights, 1 centered vertically above and 1 centered vertically below the STOP legend; and/or 2 white or yellow lights, 1 centered vertically above and 1 centered vertically below the SLOW legend.
2. Two white or red lights, 1 centered horizontally on each side of the STOP legend; and/or 2 white or yellow lights, 1 centered horizontally on each side of the SLOW legend.
3. One white or red light centered below the STOP legend; and/or 1 white or yellow light centered below the SLOW legend.
4. A series of 8 or more small white or red lights no larger than ¼ inch in diameter along the outer edge of the paddle, arranged in an octagonal pattern at the 8 corners of the border of the STOP face; and/ or a series of 8 or more small white or yellow lights no larger than ¼ inch in diameter along the outer edge of the paddle, arranged in a diamond pattern along the border of the SLOW face; or
5. A series of white lights forming the shapes of the letters in the legend.

C. Garments. Use high visibility safety apparel that meets the Performance Class 3 requirements of the current ANSI/SEA 107 publication entitled American National Standard for High-Visibility Safety Apparel and Headwear. Hard hats must be illuminated and visible in all directions for 1000 feet.

D. Flashing Flagger Sign. The W20-7a sign must be illuminated with amber LEDs in accordance with Subsection 715.05. Subsection 715.02 requirements apply for mounting the portable signs and the illumination power source.

E. Temporary Transverse Portable Rumble Strips. Place 3 temporary transverse portable rumble strips in accordance with the manufacturer’s recommendations based on the posted speed limit at the location of the W3-4 "Be Prepared to Stop" sign. Use temporary transverse portable rumble strips that meet the following:

1. Provide significant audible and vibratory alerts to drivers.
2. Dimensions are a minimum of 10 feet long, 1-foot wide and ½ - ¾-inch thick.
3. Maintains rigidity with no curling.
4. A bevel on the leading edge within the range of 11-13 degrees.
5. Made of flexible polymer material with a non-slip surface.
6. Able to function on wet surfaces; and
7. Capable of being installed and removed without any auxiliary equipment or machinery.

618.03.16 Pilot Car Operations

Use pilot cars as specified. Equip the cars with amber flashing lights and the G20-4 sign designated in Part VI of the MUTCD. Mount the sign in a conspicuous position on the vehicle with the bottom sign edge at least 6 feet above the ground.

Schedule and cycle pilot vehicles to depart each flag station at maximum 15-minute intervals.

618.03.17 Dust Control

Furnish water, liquid magnesium, liquid calcium chloride, or other dust palliative approved by the Project Manager. Furnish, haul, and apply dust control using tank trucks equipped with spray systems that uniformly distribute the dust control over the application area. Control dust for the protection and safety of traffic, for abatement of air pollution, or for other purposes, apply enough to eliminate the dust. Control dust with a method that does not adversely affect the constructed roadway elements. Meet the requirements of Subsection 104.05.

Dust control is not measured for payment.

618.03.18 End of Queue Detection

A. End of Queue Detection and Warning. Furnish, install, maintain, adjust, and remove smart work zone technology to warn traffic of slow or stopped traffic. Install this system at locations upstream of the interstate lane closure taper at locations approved by the Project Manager.

1. Install radar sensors at the following signs: W4-2 and both W3-5's.
2. Install a variable message board capable of displaying messages based on the input from the sensors 1500 feet from the estimated max queue location.
3. Adjust the radar sensors and message boards accordingly to protect the end of the queue.
4. Provide an online dashboard capable of showing the systems function and performance in real time; including but not limited to:
   - **a.** Traffic speed at the individual sensors.
   - **b.** Battery life.
   - **c.** System connectivity; and
   - **d.** Message displayed on the variable message board. The following table lists the approved messages to display for each condition:

TABLE 618-6
END OF QUEUE MESSAGES-DETECTION

Average Speed at W4-2	VMS Phase 1	VMS Phase 2
Free flow Speed	Single Ln Traffic Ahead	Road Work Ahead
< 45 MPH	Slow Traffic Ahead	Prepare to Stop
< 10 MPH	Stopped Traffic Ahead	Prepare to Stop
Traffic Stopped at any Sensor	Stopped Traffic Ahead	Prepare to Stop
Fail Safe Mode	Flashing Caution	Flashing Caution

B. Requirements. The system must provide the following:

- A failsafe system if communications go down or a fault is detected in the system for more than 2 minutes.
- A system that will revert to a failsafe mode in which the message board displays the message shown above.
- A network extender if installed in areas with little or no cell network coverage.
- Speed data from sensors at the request of and no cost to the Department.

C. Portable variable message signs. Furnish portable variable message signs that can execute the requirements set forth above. Furnish VMS that meet MUTCD requirements including 18″ character height.

D. Non-intrusive sensors. Furnish sensors that are portable, non-intrusive, capable of recording speed, detect traffic over multiple lanes, detect stopped traffic, and maintain performance in all weather conditions.

Sensor and message board locations must be included in the traffic control plan and approved by the Project Manager.

If a safe and visible installation location cannot be found, construct a pad that provides a safe, level location to install the message board adjacent to traffic.

618.03.19 Optional Smart Work Zone – Walkback Flagger Replacement

A. End of Queue Detection and Warning. Furnish, install, maintain, adjust, and remove smart work zone technology to replace as an option to the walk back flagger. Install this system at flagging or signal control operations where a minimum of 10 vehicles are stopped at the location for more than 50% of the time or when sight distance to the signal or flagger is impaired.

1. Install radar sensors at the following signs: W3-3, R2-1, and W3-5.
2. Install a variable message board capable of displaying messages based on the input from the sensors 1500 feet from the estimated max queue location.
3. Adjust the radar sensors and message boards accordingly to protect the end of the queue.
4. Provide an online dashboard capable of showing the systems function and performance in real time; including but not limited to:
   a. traffic speed at the individual sensors.
   b. battery life.
   c. system connectivity; and
   d. message displayed on the variable message board. The following table lists the approved messages to display for each condition:

TABLE 618-7
END OF QUEUE MESSAGES – SMART WORK ZONE

Average Speed at R2-1	VMS Phase 1	VMS Phase 2
when system is not in use.	Project specific safety message	
> 35 MPH	Signal (or Flagger) Ahead	Reduce speed Ahead
< 34 MPH	Stopped Traffic Ahead	Prepare to Stop
Traffic Stopped at any Sensor	Stopped Traffic Ahead	Prepare to Stop
Fail Safe Mode	Signal (or Flagger) Ahead	Flashing Caution (4 corners)

B. Requirements. The system must provide the following:

- A failsafe system if communications go down or a fault is detected in the system for more than 2 minutes.
- A system that will revert to a failsafe mode in which the message board displays the message shown above.
- A network extender if installed in areas with little or no cell network coverage.
- Speed data from sensors at the request of and no cost to the Department.

C. **Portable VMS.** Furnish portable VMS that can execute the requirements set forth above. Furnish VMS that meet MUTCD requirements including 18″ character height.

D. **Non-intrusive Sensors.** Furnish sensors that are portable, non-intrusive, capable of recording speed, detect traffic over multiple lanes, detect stopped traffic, and maintain performance in all weather conditions.

Sensor and message board locations must be included in the traffic control plan and approved by the Project Manager.

If a safe and visible installation location cannot be found, construct a pad that provides a safe, level location to install the message board adjacent to traffic.

618.04 METHOD OF MEASUREMENT

See Subsection 151.01.1 for Design-Build Contracts.

The contract quantities for traffic control devices are an estimate only and may vary from the actual quantities used or required in the contract.

618.04.1 Traffic Control - Units

Traffic control devices are measured by the units of traffic control devices used and accepted. A unit of traffic control device is the base value used for establishing the relative value of each type of traffic control device. The relative value of each traffic control device in units is shown in the Traffic Control Rate Schedule.

618.04.2 Traffic Control - Lump Sum

Traffic control is measured by the Lump Sum. Provide a written request for compensation resulting from a change in scope of work, differing site conditions or additional work. Quantities approved by any requested change will be measured by the units of traffic control devices used and accepted.

618.04.3 Traffic Control – Day

Traffic control is measured by the day. Traffic Control – Day is defined as any day in which traffic control is installed, maintained, or removed.

No payment will be made for traffic control which does not meet the approved traffic control plan. Maintenance of traffic control devices on a no workday as directed by the Project Manager will be paid as a day

618.04.4 Flagging

Flagging is measured by the hour for the actual number of approved flagging hours provided on the project for each flagger used.

Travel time for flaggers to and from the project is not measured for payment.

618.04.5 Pilot Car Operation

Pilot car operation is measured by the hour for the approved number of hours of operation for each properly equipped pilot car.

618.04.6 End of Queue Detection

A. **Traffic Control – Unit Bid Item.** Smart Work Zone Systems are measured by each system per day. One system is defined as one message board and 3 sensors. Payment will be for one system at a rate of 500 units per day. This item will be paid under group 37 of the Traffic Control Rate Schedule.

B. **Traffic Control – Lump Sum or Traffic Control – Day Bid Item.** Smart Work Zone Systems will be included in the unit cost for Traffic Control Lump Sum or Day bid item.

618.04.7 Optional Smart Work Zone – Walkback Flagger Replacement

A. **Traffic Control – Unit Bid Item.** Smart Work Zone Systems are measured by each system per day. One system is defined as one message board and 3 sensors. Payment will be for

one system at a rate of 500 units per day. This item will be paid under group 37 of the Traffic Control Rate Schedule.

B. Traffic Control – Lump Sum or Traffic Control – Day Bid Item. Smart Work Zone Systems will be included in the unit cost for Traffic Control Lump Sum or Day bid item.

618.04.8 Measurement Adjustments

All traffic control furnished, installed, and in operation must meet the requirements of Section 618 to receive full compensation.

Signs and devices must meet the "acceptable" category outlined in Subsection 618.03.5 to be measured for payment. Failure to adequately maintain and clean traffic control devices in use renders the traffic control operation unacceptable.

The Contractor, upon receiving written and verbal notification, will be given until 12 P.M. the following day to make the traffic control operation compliant. Traffic Control directly affecting the safety of the public must be attended to immediately. The Project Manager will apply a deduct not less than $500 per calendar day up to but not exceeding $1,000 per calendar day due to traffic control operations not meeting the requirements set forth in Section 618.

Failure to submit an updated traffic control plan on time and in the manner required is cause for the Project Manager to suspend work.

Providing the traffic control plan is incidental to and included in payment for the traffic control bid item.

618.04.9 Items Not Eligible for Separate Payment

The following items are not measured or paid for separately:

- Amber flashing or strobe lights on equipment, vehicles, and hauling units.
- Impact attenuators for median barrier openings not shown in the contract.
- Permits and costs relating to project access.
- Construction, drainage, maintenance, removal, restoration, and reseeding of areas used for temporary roads, approaches, and crossovers.
- Radios for flaggers and pilot vehicles.
- Illumination of work areas.
- Reflectorized safety equipment, garments, and headgear.
- Vehicle-mounted arrow boards on stripers and shadow vehicles.
- Replacing temporary pavement marking tabs and tape destroyed by traffic.
- Temporary pavement marking tabs used for seal coat operations.
- Costs to clean and maintain installed traffic control devices.
- Devices not properly maintained.
- Devices placed beyond 1,500 feet of the work termination point for that day.
- Adjustments or moving of devices that were initially installed improperly.
- Adjustments or moving of devices solely to aid contractor operations, such as temporarily relocating devices to allow equipment access.
- Additional traffic control costs resulting from corrective actions on items failing to meet contract requirements.
- Traffic Control at commercial pits; and
- Other miscellaneous materials and equipment required for proper traffic control that are not included in the Traffic Control Rate Schedule.

618.05 BASIS OF PAYMENT

See Subsection 151.01.1 for Design-Build Contracts.

Payment for the completed and accepted quantities is made under the following:

Pay Item	Pay Unit
Traffic Control	Unit
Traffic Control	Lump Sum

618.05.1 Traffic Control – Units

Traffic control devices are paid for at the contract unit price per unit of traffic control devices. The units of each type of traffic control device paid for are calculated by multiplying the measured quantity of each device by the value per each unit shown in the traffic control rate schedule.

Payment for traffic control devices is made for each setup directed by the Project Manager.

Replacing properly installed traffic control devices destroyed by traffic is paid for at the contract unit price per unit of traffic control devices.

Payment for barricades and drums includes the required ballast.

Payment for signs mounted on barricades is made only for the original mounting.

Payment for flashing arrow boards is made only for the actual hours of operation approved by the Project Manager. Payment includes the cost of operating the trucks or trailers on which the arrow boards are mounted.

Store devices in approved staging areas with a maximum of one staging area per 3-mile segment of roadway. Detail the staging areas in the traffic control plan submitted for the Project Manager’s approval. All devices not stored in the approved staging areas will be paid for at Category #2 payment amounts.

Payment for traffic control devices will be made in accordance with one of the following two categories:

A. **Category #1 - Standard Installation.** The following movements constitute a "standard installation":
   1. Initial device placement and setup.
   2. Device relocation and setup requiring the device be loaded into, or hitched to, a truck or vehicle for movement to a new location.

B. **Category #2 - Adjustments.** The manual moving of a device, conducted by dragging, carrying, etc. of the device, required to move it to a new location of a traffic control operation.

Payment for traffic control devices will be paid for at the rates listed in Table 618-6 according to the category and device type.

TABLE 618-8
TRAFFIC CONTROL RATES BASED ON CATEGORY AND DEVICE TYPE

Category #	Device	Payment amount percent
1	All Category 1 devices	100
2	Type III barricades	25
2	All other Category 2 devices	50

618.05.2 Traffic Control – Lump Sum

Payment for all costs associated with performing traffic control is included in the lump sum bid for Traffic Control. Payment for quantities approved by any requested change will be in accordance with the Traffic Control Rate Schedule and will be paid under Traffic Control - Fixed.

Partial payments for Traffic Control will be monthly based on the lump sum contract price at the rates listed in Table 618-7.

TABLE 618-9
TRAFFIC CONTROL - LUMP SUM PROGRESS PAYMENTS

Progress Estimate Payment	Percent Of Lump Sum Item
First partial payment after start of contract work	35
Estimate paying 25% of original contract amount	25
Estimate paying 50% of original contract amount	20
Estimate paying 75% of original contract amount	10
Final partial payment after Conditional final acceptance date	Remainder of traffic control contract price

SECTION 619
SIGNS AND DELINEATORS

619.01 DESCRIPTION

This work is furnishing, fabricating, erecting, removing, and resetting signs and delineators.

619.02 MATERIALS

Furnish materials in accordance with the Detailed Drawings and the following subsection requirements:

Delineators	Detailed Drawings
Delineator Panel	Detailed Drawings
Flexible Delineators	704.03
Linear Delineation System	704.04
Signing Material	704.01

619.03 CONSTRUCTION REQUIREMENTS

619.03.1 Definitions

The following definitions apply to the signing work in the contract:

1. **New.** Signs designated "New" are to be furnished new and erected on new supports at the specified locations.
2. **Reuse Sign Face.** Signs designated "Reuse Sign Face" are to be removed from the existing supports and remounted on new supports at the specified locations.
3. **Replace.** Signs designated "Replace" are to be removed and replaced with the specified new signs, including new supports, at the existing or specified new locations.
4. **Replace Sign Face.** Signs designated "Replace Sign Face" are to be removed from the supports and replaced with the specified new signs using the existing supports at the same mounting height as the replaced sign, unless otherwise indicated in the plans.
5. **Use As Is.** Signs designated "Use As Is" are to be left in place.
6. **Reset.** Signs designated "Reset" are to be removed and reset at the specified locations using the existing sign faces and supports.
7. **Remove.** Signs designated "Remove" are to be removed, including the sign or sign assembly and sign supports.
8. **Type-1 Delineator.** Delineators designated as Type-1 will be Design A, B, D, F, G, H, J, GJ, and BJ.
9. **Type-2 Delineator.** Delineators designated as Type-2 will be Design C.

Furnish new materials for signing work in accordance with Table 619-1.

TABLE 619-1
MATERIALS REQUIRED FOR SIGN WORK

	Alum. Sheeting/ Sign Face	Support (Post)	Breakaway	Foundation
New	X	X	X	X
Reuse Sign Face		X	X	X
Replace	X	X	X	X
Replace Sign Face	X			
Use As-is				
Reset			X	X
Remove				

Note: The materials mentioned above are based on planned operations. Meet the requirements of the contract. If no pay item exists for necessary materials, absorb the costs of these items in other signing components.

619.03.2 Design Calculations and Shop Drawings

The Department will furnish the sign design calculations for the project at the pre-construction conference. The sign design calculations will only be provided for signs not listed within the MUTCD-Standard Highway Signs.

Submit Contractor approved (stamped) shop drawings and welding procedures for sign bridges, and overhead cantilever sign structures.

After the structural steel shop drawings and welding procedures have been reviewed and checked by the Department, all required corrections will be returned to the Contractor who must make the corrections and re-submit the corrected drawings and welding procedures for final review and approval within 15 business days. All final drawings must be stamped "Approved" by the Department before fabrication begins.

Submit shop drawings and welding procedures at one time in a complete package for the Department's initial and subsequent reviews. Individual parts of the submittals will not be accepted for review.

619.03.3 Fabrication and Erection

Install bolted connections in accordance with Subsections 556.03.8 and 703.04.5.

Fabricate the signs and sign legends before delivery to the project, except for signs too large to transport in one piece to the project.

Fabricate all signs using the hole spacing specified in the FHWA Standard Highway Signs book or the Detailed Drawings.

The lengths of poles and steel posts shown in the contract are estimated lengths. The Project Manager will furnish the required length of each pole and steel post prior to fabrication.

Locate and erect signs as specified or directed. The Project Manager may change sign locations due to field conditions. Erect signs so the sign face is vertical and aligned as specified. Sign supports must not project above the sign faces.

When necessary, use full width piano hinges for all folding signs. Ensure that hinges are capable of withstanding normal dead and live loads applied and be securely fastened by bolting or riveting to the sign. The hinge must meet the requirements of Subsection 704.01.9.

After the sign is installed and adjustments are made, jam the threads of the mounting bolts, or use vandal resistant nuts for ground-mounted sign faces 25 ft^2 and smaller.

The specified foundation depth for timber posts and poles is a minimum depth. Field cut the poles to the correct length or bury the extra length to provide the specified mounting.

Backfill foundation holes for timber posts and poles as follows:

1. Combine and thoroughly mix the material excavated from the foundation with cement using a mix ratio of 10 parts excavated material to 1 part cement.
2. Do not mix in the hole. Add water to make the soil-cement mixture.
3. Place the sign post or pole in the hole without the sign attached.
4. Backfill the hole with the soil-cement mixture in 8-inch maximum lifts.
5. Compact each lift by hand tamping or using mechanical methods.
6. Allow the foundation to cure for 7 days before mounting the sign face to the support.

Foundation holes for wooden sign supports may be backfilled with CLSM using the specifications for constructing foundations for steel sign posts as follows.

Construct foundations for steel sign posts with Class General concrete in accordance with Section 551. Finish foundations flush with the adjacent surfaces. Signs may be post mounted after the concrete has set 72 hours.

Weld metal joints and post breaks in accordance with Sections 556 and 624.

619.03.4 Inspection

The completed signs will be inspected on the project before they are installed. Defects including but not limited to cracks, tears, splits, crazing, gouges or curled edges of the background sheeting or legend are cause for rejecting the sign. The installed signs will be inspected at night for nighttime retro-reflectivity and readability. Adjust signs exhibiting specular reflection, as directed.

619.03.5 Sheet Aluminum Overlay

Meet the contract requirements for sheet aluminum overlays.

Install the sign legend and other components plumb and level. Match the color, shade, and type of existing reflective sheeting used as a background for partial overlays. Fully cover the existing legend and symbols with partial overlay backgrounds. Match the size of the existing sign with complete overlay backgrounds.

619.03.6 Replace, Reuse Sign Face, and Reset

Use new materials in accordance with Section 704 for that required over and above those materials salvaged from signs to be reset or reused.

Install breakaway devices on existing posts when specified.

Reset signs in accordance with Subsection 619.03.3.

Repair or replace all Contractor sign damage resulting from dismantling, moving, and resetting at Contractor expense.

With no exception, remount or reset within one hour all removed warning, regulatory signs, and route markers. Re-install guide signs within 5 hours and only during daylight hours. Re-display warning, regulatory, and guide signs by dusk.

Erect the new sign and support before removing the existing sign being replaced. Do not display conflicting signs together. Do not obscure existing signs when placing new signs.

Re-erect existing multiple support signs to be removed and reset using the original post spacing.

619.03.7 Installation Date Tags and Route Markers

Install date tags and route identification tags on all highway signs before final acceptance.

Meet the contract requirements for design, color, and installation.

619.03.8 Delineators

Furnish and install new delineators at the locations specified and marked by the Project Manager. Remove delineators conflicting with new construction as specified. Furnish and install snow poles, if required, in accordance with the Detailed Drawings.

Removed delineators are the Contractor's property.

A. Delineator Panel. Affix delineation panels to U-channels at a minimum of 3 locations with attachment points within 3 inches of the top, middle and bottom of each panel. Affix panels so the top of the panel is within 1-inch of the top of the U-Channel.

619.03.9 Flexible Delineators

Install delineators as specified by the manufacturer's recommendations and at the locations shown in the contract or as directed by the Project Manager.

619.03.10 Acceptance

Signs and traffic guide devices are accepted for payment individually once installed.

The Department will assume maintenance responsibility for signs and other traffic guide devices once accepted and installed.

Repair or replace signs and devices, at Contractor expense, that are damaged or destroyed by the Contractor's operations.

619.03.11 Permanent Barricade

Furnish and install permanent barricades as specified and shown in the Detailed Drawings.

619.03.12 Breakaway System

Furnish breakaway devices listed on the QPL and in accordance with Subsection 704.01.3(D). Install in accordance with the manufacturer's recommendations.

619.03.13 Remove Signs

Remove foundation material left after removing the existing signs to at least 1-foot below ground-line. Backfill and compact the holes left from removal using clean material or crushed base. Do not cut off and leave existing posts in place.

Existing signs and supports specified for removal are the Contractor's property. Dispose of removed sign materials in accordance with local, state, and federal regulations. Disassemble and store signs specified to remain the Department's property at the designated location.

619.03.14 Linear Delineation Systems

A. Concrete Barrier Rail. Install 2 panels per section of concrete barrier rail. Equally space the panels on the barrier rail. Prepare the concrete barrier to ensure proper fastening prior to installation. Install linear delineation in accordance with the manufacturer installation procedures and requirements.

Mount maximum distance of 2 inches from the top edge of the standard concrete median barrier. Mount the panels at the same height above the roadway on both standard and tall barrier rail.

B. W-Beam Guardrail. Prepare the metal guardrail to ensure proper fastening prior to installation and install delineation panels per manufacturers recommendations. Mount the panels on the inside middle groove on the W-Beam and install:

1. 4 panels evenly spaced over every 25-foot piece of rail.
2. 2 panels evenly spaced over every 12.5-foot piece of rail.
3. Do not mount panels on optional terminal sections.

619.04 METHOD OF MEASUREMENT

See Subsection 151.01.1 for Design-Build Contracts.

619.04.1 Aluminum Signs

Aluminum sheet and aluminum sheet increment are measured by the square foot of sign face.

619.04.2 Metal Posts

Metal posts are measured by the pound. The pay weight is calculated by multiplying the nominal weight per foot by the installed length of each post as noted in the Detailed Drawings. When applicable, the weight of the anchor sleeve will be added to the post weight.

If there is no breakaway system bid item, include with the post weight the weight of the base plates, fuse plate, and stub post or anchor sleeve including the embedment length.

619.04.3 Treated Timber Poles and Posts

Treated timber poles and posts are measured by the each.

619.04.4 Delineators

Delineators of each type specified are measured by the unit and include the reflector, mounting hardware, post, and snow pole, if applicable, complete in place.

Removal of existing delineators is not measured for payment.

619.04.5 Flexible Delineators

Flexible delineators of each type specified are measured by the unit.

619.04.6 Reset Signs

The reset of guide, warning, regulatory, and route marker signs is measured by the unit for each sign removed and reset in a new location.

Sign groups of 2 or more signs mounted on a single support or multiple supports are measured as a single sign.

When signs designated as "Reset" require new supports to achieve the proper mounting height, include the costs of the supports in the cost of reset signs.

When there is not a bid item in the contract for reset sign, this work is incidental to other items of the contract.

619.04.7 Remove Signs

The removal of guide, warning, regulatory, and route marker signs is measured by the unit for each sign removed including supports.

Sign groups of 2 or more signs mounted on a single support or multiple supports are measured as a single sign.

619.04.8 Replace Signs

New materials for signs designated "Replace" are measured in accordance with Subsections 619.04.1, 619.04.2, and 619.04.3.

Removal of existing signs designated "Replace" are measured in accordance with Subsection 619.04.7.

New materials for signs designated "Replace Sign Face" are measured in accordance with Subsection 619.04.1.

619.04.9 Reuse Sign Face

New material for supports for signs designated "Reuse Sign Face" is measured in accordance with Subsections 619.04.2 and 619.04.3.

Removal of existing signs designated "Reuse" is measured in accordance with Subsection 619.04.7.

619.04.10 Sheet Aluminum Overlay

Sheet aluminum for signs designated "Sheet Aluminum Overlay" is measured by the square foot of sign face complete in place.

619.04.11 Breakaway System

A. Square Tubular Steel Post. Breakaway systems are measured per each and include the breakaway device and all associated hardware required to attach the breakaway device.

B. Structural and Tubular Steel Posts. Breakaway systems are measured per each and include the breakaway device, fuse plate, and all associated hardware required to attach the breakaway device. Include the cost of the concrete anchors to attach the breakaway to the foundation in the cost of the breakaway.

619.04.12 Permanent Barricade

Permanent barricade, as shown in the Detailed Drawings, is measured by the foot of the barricade width and includes all materials for the barricade.

619.04.13 Linear Delineation Systems

Linear delineation is measured per each panel installed and accepted.

619.05 BASIS OF PAYMENT

See Subsection 151.01.1 for Design-Build Contracts.

Payment for the completed and accepted work is made under the following:

Pay Item	Pay Unit
Aluminum Signs	Square Foot
Breakaway System	Each
Delineation – Linear Barrier	Each
Delineation – Linear W-Beam	Each
Delineator (Type)	Each
Metal Sign Post	Pound
Permanent Barricade	Foot
Remove Signs	Each
Reset Signs	Each
Sheet Aluminum Overlay	Square Foot
Timber Sign Post	Each

SECTION 620
PAVEMENT MARKING APPLICATION

620.01 DESCRIPTION

This work is the application of temporary striping, interim pavement markings, and final pavement markings.

620.02 MATERIALS

Furnish materials in accordance with the following subsection requirements:

Epoxy Traffic Paint 714.06
Preformed Plastic Material 714.07
Reflective Glass Beads 714.08
Temporary Striping Tabs 714.02
Temporary Striping Tape 714.01
Temporary Waterborne Traffic Paint 714.03
Waterborne Traffic Paint 714.05

620.03 CONSTRUCTION REQUIREMENTS

620.03.1 General

Furnish a manufacturer's material certification or data sheet for the product to be used. Do not apply materials that do not meet the contract requirements. The Project Manager may request a manufacturer's sample or take field samples for testing. Furnish a material sample weighing at least 2 pounds. Furnish temporary waterborne traffic paint, waterborne traffic paint, epoxy traffic paint, and glass beads listed on the QPL.

620.03.2 Layout of Pavement Markings

The Project Manager will lay out the final pavement marking configurations and locations. Notify the Project Manager a minimum of 10 business days before striping in the permanent location is to begin.

Preserve all marking configurations and locations after the initial layout by the Department.

Apply the markings to within ± ¼-inch of the specified width.

Apply the centerline and shoulder lines within 0.30 feet of the true line. Ensure the stripe does not deviate by more than 0.15-foot in 500 feet.

Apply all other markings (words, symbols, stop bars, crosswalks, hash marks, and others) within 0.25 feet of the location marked by the Project Manager.

Apply words, symbols, letters, and/or numeral pavement markings free of gaps and fully solid.

The Project Manager will determine the accuracy of the applied markings.

Remove and replace out of specification pavement markings as directed at Contractor expense.

620.03.3 Equipment

Use equipment manufactured to apply the material type. Ensure the equipment prevents paint spray or bead loss outside the specified line width. Equip the pavement-marking machine with a flow meter and totalizer that measures paint quantities in gallons, to the nearest 0.1 gallon. Calibrate the flow meter before use on the project and when directed. Locate the flow meter in the flow line to the spray nozzles. Locate the totalizer where it can be easily read. Ensure the calibration adjustment is accessible without meter removal or using a calibration adjustment device.

Ensure the application equipment is acceptable to the manufacturer.

Submit calibration certificates from an independent agent for the paint tank. Re-certify the tank at the beginning of each year before using the equipment on Department contracts. The Project Manager may inspect the tank before each use and as determined necessary.

Stop bars, crosswalks, and words/symbols may be applied with hand-operated equipment.

Terminate marking application when the equipment fails to apply the markings in accordance with the contract requirements. Make equipment adjustments and resume striping.

For material paid by the gallon, quantities will be verified by measuring the equipment's paint tank(s), using tank stabs. The Project Manager will visually witness tank stabs at the beginning and end of each work shift, any time additional paint is added to the tank, at the beginning and end of each route/road segment on contracts with multiple route/road segments, at the beginning and end of each certified paint lot, and at other intervals as necessary.

Park the equipment on a level surface approved by the Project Manager for each tank measurement.

620.03.4 Surface Preparation and Weather Limitations

A. General. Prepare the surface to be painted in accordance with the paint manufacturer's recommendations. Remove loose material by sweeping and brooming no more than 2 days before striping. If not bid separately, the cost of this operation is included with the cost of the striping and is not measured separately for payment. Inform the Project Manager and modify, when required, the surface preparation to ensure optimal bonding of the marking to the surface and to provide the specified marking requirements.

Apply the material following the manufacturer's recommendations.

Apply pavement markings during daylight hours only. Obtain Project Manager approval to apply pavement markings any other time.

Grind all surfaces with existing epoxy pavement markings within 3 calendar days before applying the pavement markings.

Grinding is surface abrasion to provide a roughened surface free of loose paint chips, loose seal aggregate and surface debris. Grind to a depth that completely removes the existing pavement markings. Immediately stop grinding if the depth exceeds that of the existing pavement markings and adjust meet the specified grind depth.

B. Concrete Surfaces. Prepare existing concrete surfaces in accordance with Subsection 620.03.4(A). Do not grind or apply final pavement markings on new concrete until 30 calendar days after it has been placed.

C. Removal Limits. Meet the following removal limits:

- Do not grind more than 1-inch wider than the existing stripe.
- Do not grind more than 4 inches from the beginning or end of the stripe being removed.

D. Disposal. Collect and dispose of all removed material and new traffic marking materials spilled during the work. Process, handle, transport, and dispose of the materials in accordance with the current applicable solid waste laws and regulations.

620.03.5 Temporary Striping

Temporary striping consists of the centerline markings for two-lane two-way roadways; lane line markings for divided four-lane Interstates, and centerlines and lane lines for two-way undivided three or more lane roadways. Divided roadways are roadways where the paved surface for each direction of travel is physically separated by an unpaved section.

Apply temporary striping for paving and milling operations in accordance with Subsection 618.03.9.

Remove, at Contractor expense, all temporary striping that conflicts with interim or final pavement markings. Remove conflicting temporary stripe(s) the same day the interim or final pavement markings are applied.

A. Temporary Waterborne Traffic Paint. Apply a 10 ± 1 mil thick wet film immediately followed by applying at least 6.0 lb./gal of glass beads to temporary striping.

B. Tape. Follow the tape manufacturer's recommendations for road surface preparation and installation. Install the tape in accordance with the contract.

C. Raised Pavement Markers. Follow the raised pavement markers manufacturer's recommendations for road surface preparation and installation. When substituted for line markings, install raised pavement markers in accordance with the following:

- At a spacing no greater than 10 feet for solid line markings.
- 3 markers evenly spaced for each skip line.

620.03.6 Interim Pavement Markings

Interim pavement markings consist of all longitudinal striping (centerlines, edge lines, lane lines, etc.) and words and symbols identical to the final pavement marking configuration. Use the material specified in the contract.

Apply interim pavement markings no later than 14 calendar days after the application of temporary striping. Do not apply interim pavement markings when the ambient air temperature is lower than 40 °F.

Apply the interim pavement markings matching the final pavement marking configurations and locations. Interim pavement markings placed prior to chip seal may be offset as approved by the Project Manager.

The Project Manager will suspend all remaining contract work if the interim striping is not applied within the time specified above.

A. Waterborne Traffic Paint. Apply a 16 ± 1 mil thick wet film immediately followed by applying at least 8.0 lb./gal of Montana Type 2 glass beads.

620.03.7 Final Pavement Markings

Apply final pavement markings a minimum of 30 calendar days, and a maximum of 45 calendar days for the following:

- After concrete is placed.
- After microsurfacing operations.
- New asphalt pavement that will not receive a surface treatment.
- After seal coat operations through initial sweeping are completed.

Fog sealed surfaces must be free of excess asphalt emulsions and oils.

When final pavement markings are the only remaining item of work on the project, contract time assessment will be suspended for 45 calendar days or until beginning final pavement marking applications, whichever is less.

The Project Manager may extend the 45 days due to holidays or inclement weather that prevents the application of final pavement markings.

Use the material specified in the contract.

A. Epoxy or other Polymeric Traffic Paint. Submit the manufacturer's instructions for surface preparation and material application.

Include in the instructions:

1. Equipment requirements
2. Approved work methods and procedures
3. Material application range
4. Ambient & surface temperature requirements
5. Weather limitations
6. Precautions
7. All other requirements for successful application and material performance.

Do not place materials before furnishing complete instructions to the Project Manager.

Apply a 20 ± 2 mil thick wet film immediately followed by applying at least 25 lb./gal of Montana Type 2 glass beads to the epoxy.

Ensure application equipment accurately meters the two components and produces and maintains the mixing head temperature, all meeting the epoxy manufacturer's specifications.

Immediately terminate striping application if the applied stripe(s) are less than 18 mils thick. Grind all striping less than 18-mils in accordance with Subsection 620.03.4 and replace the striping in accordance with the contract at Contractor expense. Correct all deficient striping before continuing with the remaining striping work. The Project Manager will identify deficient stripe thickness by comparing the tank quantities measured and used against the length, width, and application rate of the applied stripe.

Apply the pavement marking material when the pavement is dry and the ambient temperature is 40 °F and rising or follow the manufacturer's surface and temperature requirements, whichever is more restrictive.

B. Preformed Plastic Materials. Apply pavement markings up to 8 inches wide in a single application to the specified width. Apply pavement markings over 8 inches wide in 6 or 8-inch multiple applications and minimum fractional 4-inch applications.

Apply the marking material to the thickness specified in the contract.

Cut and true the marking material edges.

Apply inlaid plastic materials into the new asphalt pavement just before final compaction and roll it flush with the roadway surface during the final plant mix compaction.

620.03.8 Concrete Curbs

Use the material specified in the contract.

Apply curb paint during the application of the final pavement markings. Clean the concrete surfaces in accordance with the paint manufacturer's recommendations. Apply paint on concrete a minimum of 30 calendar days after the concrete has been placed.

Paint the tops and traffic sides of curbs at restricted parking locations as specified.

Apply yellow paint to the tops and traffic sides of all island curbs, median curbs, and other similar curbs.

Apply Type 2 reflective glass beads at a minimum rate of 8.0 lb./gal immediately following the application of epoxy to concrete curbs.

620.03.9 Marking Protection

Furnish all traffic control necessary to protect markings until dry. Correct smeared or damaged markings at Contractor expense.

620.03.10 Marking Removal

Remove existing, temporary, and final pavement markings using water blasting.

Furnish a self-contained, truck mounted ultra-high pressure removal system capable of controlling water pressure to ensure full line removal with minimal surface damage. Provide a vacuum recovery system capable of containing wastewater and debris without a secondary cleanup operation and to provide a clean, damp-dry surface.

The Contractor may submit written proposals for other removal methods. An approved method may be subsequently disapproved if it damages the marking surface or inadequately removes existing markings.

Remove all pavement markings that would conflict with newly applied striping or markings at contractor expense. Remove conflicting pavement markings the same day new markings are applied.

Remove sand or other material on the surface left by the removal as the work progresses.

Satisfactorily repair surfaces damaged by marking removal at Contractor expense.

620.04 METHOD OF MEASUREMENT

See Subsection 151.01.1 for Design-Build Contracts.

620.04.1 Temporary Striping Quantities

Temporary striping is measured by the linear foot to the nearest foot of actual 4-inch stripe applied. Lines wider and narrower than 4 inches are converted to the equivalent linear feet of 4-inch wide line.

Only those pavement markings represented by a manufacturer's certification at the time of application and used and witnessed on the project are eligible for payment.

620.04.2 Interim Pavement Marking Quantities

Interim pavement markings are measured by the gallon.

Only those pavement markings represented by a manufacturer's certification at the time of application and used and witnessed on the project are eligible for payment.

Should the actual quantity measured by the Project Manager using tank stabs or totalizer exceed the quantity calculated using an application rate of 17 mils times the specified width (without applying the tolerance) times the length of line applied, the lesser quantity will be paid for.

620.04.3 Epoxy Traffic Paint

Epoxy is measured by the gallon. Only those pavement markings represented by a Manufacturer's Material Certification at the time of application and used and witnessed on the project are eligible for payment.

Should the actual quantity measured by the Project Manager using tank stabs or totalizer exceed the quantity calculated using an application rate of 22 mils times the specified width (without applying the tolerance) times the length of line applied, the lesser quantity will be paid for.

620.04.4 Preformed Plastic Materials

Preformed plastic and thermoplastic pavement striping is measured by the foot.

Words and symbols are measured by the square foot.

620.04.5 Curb Painting

Painting curb is measured by the gallon.

620.04.6 Hand Painted Pavement Markings (Words and Symbols)

Hand painted pavement striping, words and symbols; stop bars, crosswalks, hash marks, and other striping not applied by a striping truck are measured by the gallon. Quantity measurements are based on flow meter/totalizer readings taken before and after each run or if a calibrated tank is used, tank measurements are taken before and after each run. Computerized quantity print outs will be compared against tank stabs and the quantity calculated based on the surface area times the application rate for the product used.

The amount of paint measured for payment is the difference between the startup readings and the end readings. Should the actual quantity measured by the Project Manager using tank stabs or totalizer exceed the quantity calculated using the application rate times the surface area applied, the lesser quantity will be paid for.

All readings that measure paint for payment will be taken by the Project Manager. Provide all necessary assistance to make the readings including sufficient notice before the paint work begins.

620.04.7 Removal of Pavement Markings

If bid separately, pavement striping removal is measured by the foot based on a 4-inch width for the actual quantity of striping removed. Lines wider and narrower than 4 inches are converted to the equivalent linear feet of 4-inch wide line.

Removal of words and symbols is measured by the square foot and converted to the equivalent linear feet of 4-inch wide line.

If not bid separately, removal of pavement markings is incidental to other items and is not measured separately for payment.

620.04.8 Line Control

Establishing line control for pavement markings is not measured for payment.

620.05 BASIS OF PAYMENT

See Subsection 151.01.1 for Design-Build Contracts.

Payment for the completed and accepted quantities is made under the following:

Pay Item	**Pay Unit**
Curb Painting	Gallon
Plastic Markings	Square Foot or
Remove Pavement Markings	Square Foot or
Striping	Gallon
Temporary Striping	Linear Foot
Words & Symbols	Gallon

Line control is not paid for separately but is included in the cost of the pavement markings.

Interim stripe applied over temporary stripe is measured and paid for as interim stripe.

The quantity that is paid for marking materials is the lesser of the following quantities:

1. Flow meter and totalizer.
2. Calibrated tank and measuring device (tank stabs); and
3. Surface area times the application rate specified.

SECTION 621
REMOVE, RESET, AND ADJUST FACILITIES

621.01 DESCRIPTION

This work is removing, resetting, or adjusting facilities and items as specified.

621.02 MATERIALS

Use the materials specified in the contact. The use of wood shims and other degradable materials are prohibited.

Obtain the Project Manager's approval before using material substitutions not specified in the contract.

621.03 CONSTRUCTION REQUIREMENTS

Be responsible for the condition and care of each facility from the time removal starts until resetting is completed.

Do not damage facilities when removing and resetting.

Lower or raise existing manholes, catch basins, inlets, water valve boxes, gas and water shut offs, and similar structures to grade as specified or directed. Make adjustments without damaging adjacent structures.

Construct masonry tops for manholes to the specified line and grade before placing the ring and cover.

Restore existing facilities to a structurally solid condition as specified.

Make height adjustments to water valve boxes without using an extension if possible.

Adjust manholes, catch basins, inlets, water valve boxes, and other similar structures to temporary grade before placing base course material. Make final adjustment of structures to match the grade of the new pavement. Replace and set to grade cast iron rings and covers once the pavement is placed.

Backfill around structures in accordance with Section 604.

Backfill holes left by removed facilities.

Reusable materials from removed structures or facilities may be used to rebuild the work. Stockpile all removed material not reused as specified. The material is the facility owner's property.

621.04 METHOD OF MEASUREMENT

See Subsection 151.01.1 for Design-Build Contracts.

Remove, reset, and adjust facilities are measured by the unit.

621.05 BASIS OF PAYMENT

See Subsection 151.01.1 for Design-Build Contracts.

The item description for Remove and Reset is abbreviated to Reset.

Payment for the completed and accepted quantities is made under the following:

Pay Item	Pay Unit
Reset Facilities	Each

SECTION 622
GEOTEXTILES

622.01 DESCRIPTION

This work is furnishing and installing geotextiles.

622.02 MATERIALS

Furnish materials in accordance with the following subsections:

Permanent Erosion Control Geotextile ..... 716.01 and 716.05
Separation Geotextile 716.01and 716.02
Stabilization Geotextile 716.01and 716.03
Subsurface Drainage Geotextile Filter..... 716.01and 716.04
Temporary Silt Fence Geotextile 716.06

622.02.1 Classification

A geotextile is defined as any permeable polymeric textile used with foundation, soil, rock, earth, or any other geotechnical engineering related material, as an integral part of a civil engineering project, structure, or system.

A. Separation/Stabilization Geotextile. Use to prevent mixing of a subgrade soil and an aggregate cover material.

1. **Separation Geotextile.** Use separation geotextile for unsaturated firm subgrade conditions.
2. **Stabilization Geotextile.** Use stabilization geotextile for soft, wet, saturated subgrade conditions.

B. Subsurface Drainage Geotextile Filter. Use against soil to allow long-term passage of water into a subsurface drain system while retaining the in-situ soil.

C. Permanent Erosion Control Geotextile. Use as a filter between energy absorbing armor systems (riprap) and the in-situ soil to prevent soil erosion and hydraulic uplift pressures.

D. Silt Fence. Use between the edge of construction disturbance and a water resource, and at a critical resource or R/W line that is adjacent to construction activity. Use silt fence to assist in sediment control by retaining some of the eroded soil particles and slowing the runoff velocity to allow particle settling.

622.02.2 Source Approval

Submit the following information regarding each geotextile proposed for use:

1. Manufacturer’s name and current address.
2. Full product name/number.
3. Geosynthetic material and structure; and
4. Proposed geotextile use(s).

Submit a sample for evaluation. Product acceptance is determined by comparing the average test results of all specimens within a given sample to the Minimum Average Roll Values (MARV) listed in Section 716.

Install geotextiles only after the material has been tested and accepted. Replace all geotextiles installed prior to acceptance that do not meet specifications at Contractor’s expense.

622.02.3 Identification, Shipment and Storage

Conform to ASTM D4873, Standard Guide for Identification, Storage, and Handling of Geotextiles. Clearly label each roll of geotextile shipped to the project with the name and address of the manufacturer, full product name/number, quantity, and roll number. For all permanent installations, submit a manufacturer’s certificate of compliance signed by an authorized manufacturer’s official. The certificate must attest that the geotextile meets all the MARV

requirements specified in Section 716 as evaluated in accordance with the manufacturer's quality control program.

The Project Manager will reject materials that are mislabeled or misrepresented.

Wrap each roll with a material that protects the geotextile, including ends of the roll, from damage due to shipment, water, sunlight, and contaminants. Maintain the protective wrapping during periods of shipment and storage.

Do not damage the geotextile or wrapping when unloading or transferring from one location to another. Do not drag the rolls.

During storage, elevate geotextile rolls off the ground and adequately cover to protect them from the following:

1. Site construction damage.
2. Precipitation.
3. Ultraviolet radiation including sunlight.
4. Chemicals that are strong acids or strong bases.
5. Flames including welding sparks, temperatures in excess of 140 °F; and
6. Mud, dirt, dust, debris, and any other environmental condition that may damage the physical property values of the geotextile.

622.03 CONSTRUCTION REQUIREMENTS

622.03.1 General

Prepare the surface on which the geotextile is to be placed so that no damage occurs to the geotextile. Do not drive construction equipment on the geotextile. Dispose of material with defects, rips, holes, flaws, deterioration, or other damage. Do not use defective material in the work.

If sewn seams are used for seaming the geotextile, use thread that consists of high strength polypropylene or polyester. Do not use nylon thread. For erosion control applications, use thread that is resistant to ultraviolet radiation. Use thread that is of contrasting color to that of the geotextile itself.

For seams that are sewn in the field, provide at least a 10-foot length of sewn seam for sampling by the Project Manager before the geotextile is installed. For seams that are sewn in the factory, provide samples as directed and witnessed by the Project Manager at random from any roll of geotextile that is used on the project.

For seams that are field sewn, use the same equipment and procedures for both the sampling and production seams. If seams are to be sewn in both the machine and cross-machine direction, provide samples of seams from both directions.

Submit the seam assembly description along with the sample of the seam. Include in the description the seam type, stitch type, sewing thread, and stitch density.

622.03.2 Separation/Stabilization Geotextile

Prepare the installation site by clearing, grubbing, and excavating or filling the area to the design grade. This includes removal of topsoil or vegetation. The Project Manager will identify soft spots and unsuitable areas during site preparation. Excavate these areas and backfill with approved granular material and compact as specified. Grade the area to be covered by the geotextile to a smooth, uniform condition, free from ruts, potholes, and protruding objects such as rocks or sticks.

Spread the geotextile immediately ahead of the covering operation. Do not place geotextile over frozen material. Lay the geotextile smooth without wrinkles or folds on the prepared subgrade in the direction of construction traffic. Remove wrinkles and folds by pulling the geotextile taut as required. Use soil piles or the manufacturer's recommended method (as approved by the Project Manager) to hold the geotextile in place until the specified cover material is placed. Overlap, sew, or join adjacent geotextile rolls and roll ends as shown in the contract or as directed by the Project Manager. Overlap

in the direction shown in the contract. Overlap adjoining edges a minimum of 3 feet or use sewn seams.

On curves, cut or fold the geotextile to conform to the curve. Fold or overlap in the direction of construction and hold in place using pins, staples, or piles of fill or rock.

Do not cover the geotextile until inspected for damage by the Project Manager. Repair or replace all damaged geotextile at Contractor's expense. Make repairs following the manufacturer's recommendation or use a patch of the same material placed over the damaged area, overlapped at least 3 feet from the edge of any part of the damage. Sewing repairs are an acceptable alternative.

Place fill over the geotextile by dumping onto previously placed material and pushing the material into place. Do not operate any construction equipment directly on the geotextile under any circumstances. Place the fill material in uniform layers so that there is the minimum specified lift thickness between the geotextile and equipment tires or tracks at all times. The minimum thickness of the first lift is 8 inches. Do not allow construction equipment to turn on the first lift of material above the geotextile. If the subgrade is very soft with an undrained shear strength less than 500 psf minimize pile heights to less than 3 feet and spread piles as soon as possible after dumping to minimize the potential for localized subgrade failure due to overloading of the subgrade.

Do not use sheepsfoot or studded compaction equipment on the first lift placed over the geotextile. Stop vibrator on compaction equipment if pumping occurs. Do not operate any construction equipment that results in rutting in excess of 3 inches on the first lift. If rutting exceeds 3 inches, decrease the construction equipment size and/or weight or increase the lift thickness. Use only rubber-tired rollers for compaction if any foundation failures occur when placing subsequent lifts. Compact all lifts to the moisture and density requirements for earth embankment specified in Subsection 203.03.3. Do not blade material down to remove ruts. Fill any ruts or depressions with additional material and compact to the specified density.

622.03.3 Subsurface Drainage Geotextile Filter

Excavate trench in accordance with the contract. Do not allow large voids to occur in the sides and bottom of the trench. Grade the surface to be smooth and free of debris.

Place the geotextile loosely with no wrinkles or folds, and with no void space between the geotextile and the ground surface. Press the geotextile into the corners of the trench. Overlap successive sheets of geotextiles a minimum of 1 foot, with the upstream sheet overlapping the downstream sheet.

Place a sufficient width of geotextile to entirely cover the perimeter of the trench and allow for the required overlap. In trenches equal to or greater than 1-foot width, after placing the drainage aggregate, fold the geotextile over the top of the backfill material in a manner to produce a minimum overlap of 1-foot. In trenches less than 1-foot wide, but greater than 4 inches wide, overlap the geotextile the entire width of the trench. Where the trench is less than 4 inches wide, sew or otherwise bond the geotextile in accordance with the manufacturer's recommendations, as approved by the Project Manager. All seams will be subject to the approval of the Project Manager.

If the geotextile is damaged during installation or aggregate placement, place a geotextile patch over the damaged area extending beyond the perimeter of the damaged area a distance of 1-foot or the specified seam overlap, whichever is greater.

Place the drainage aggregate immediately following geotextile placement. Cover the geotextile with a minimum of 12 inches of loosely placed aggregate prior to compaction.

Compact all placed aggregate to a minimum of 95% of the maximum standard proctor density in accordance with MT 210.

622.03.4 Permanent Erosion Control Geotextile

Place the geotextile on a smooth graded surface approved by the Project Manager. Place the geotextile loosely and anchor it in place with sand bags, soil piles, or steel pins. Place the geotextile in such a manner that placement of the riprap does not stretch or tear the geotextile. Place the riprap

from the bottom of the slope up to the top of the slope. After placement of the riprap, key the geotextile at least 18 inches into the ground at the top of the embankment. Do not key the geotextile in until all of the riprap has been placed on the slope. Secure the geotextile at the toe by lapping the material back and securing with riprap.

Limit atmospheric exposure to a maximum of 14 calendar days following lay down to minimize damage potential.

Place the geotextile with the machine direction parallel to the direction of water flow, which is normally parallel to the slope (downslope) for erosion control runoff and wave action, and parallel to the stream or channel in the case of stream bank and channel protection. Join adjacent geotextile sheets by either sewing or overlapping. Overlap seams of roll ends a minimum of 1-foot except where placed under water or on slopes 3H:1V or steeper. Overlap seams of roll ends placed under water or on slopes 3H:1V or steeper a minimum of 3 feet. Overlap adjacent rolls a minimum of 1-foot in all instances. For slopes flatter than 3H:1V, use pins or staples to hold the overlap in place during placement of riprap. Pin the geotextile loosely so it can easily conform to the ground surface and give when riprap is placed. Do not use pins at overlaps for slopes 3H:1V or steeper.

Overlap successive sheets of the geotextile upstream over downstream, and/or upslope over downslope. In cases where wave action or multidirectional flow is anticipated, sew all seams perpendicular to the direction of flow.

Avoid damaging the geotextile as a result of the installation process. If the geotextile is damaged during installation, place a patch over the damaged area extending a minimum of 3 feet beyond the perimeter of the damaged area.

Begin riprap placement at the toe and proceed up the slope. Avoid stretching and subsequent tearing of the geotextile. Do not drop riprap and heave stone from a height of more than 1-foot. Do not allow stones weighing more than 200 lbs. to roll down the slope.

Do not drop slope protection and smaller sizes of stone material from a height exceeding 3 feet, unless the Project Manager approves the procedure following a demonstration showing the geotextiles are not damaged by the procedure.

In underwater applications, key the geotextile in at the bottom of the slope. Develop and demonstrate to the Project Manager a method of underwater placement to secure the geotextile in place without damaging the geotextile. Place the geotextile and the backfill material on the same day. Backfill all void spaces in the riprap with smaller stone to ensure full coverage of the geotextile.

After placement of the riprap, no grading of the slope is allowed if it results in movement of the riprap directly above the geotextile.

Replace any geotextile damaged during backfill placement as directed by the Project Manager at the Contractor’s expense.

622.03.5 Silt Fence

Install silt fence in accordance with this specification and with the Detailed Drawings. The maximum cut or fill slope for a silt fence is 2H:1V. For cut or fill slopes steeper than 2H:1V, use alternative methods of soil stabilization BMPs.

Use fence posts at least 48 inches in length. Drive fence posts a minimum of 18 inches into the ground. Use fence posts having a sufficient strength to resist damage during installation and to support the applied loads due to material build up behind the silt fence.

There are two types of silt fence installations:

1. **Unstabilized.** Silt fence supported with either wood or metal fence posts.
2. **Stabilized.** Silt fence supported with metal posts and with woven wire backing.

For stabilized silt fence, use woven wire having a maximum of 6-inch mesh spacing and a minimum of 14.5-gauge wire.

Excavate a trench at least 6 inches wide by 6 inches deep at the base of the silt fence. The vertical entrenchment component consists of burying the silt fence a minimum of 6 inches below the ground surface. Vertical and horizontal entrenchment of the silt fence consists of placing the silt fence in a "J" configuration in the trench extending a minimum of 6 inches below the ground surface and a minimum of 6 inches horizontally along the bottom of the trench. The initial silt fence installation requires only the vertical entrenchment component unless the Project Manager determines both vertical and horizontal entrenchment components are necessary. If the fence requires replacement due to failure from pullout or undercutting, the subsequent entrenchment must include both vertical and horizontal entrenchment components in a "J" configuration. Backfill the trench with the excavated material and compact.

Splice the geotextile with a sewn seam or overlap 2 sections of fence in accordance with the Detailed Drawings.

Place the posts at a minimum spacing of 4 feet and at a maximum spacing of 8 feet. Securely fasten the silt fence geotextile to the upslope side of the fence post.

Place silt fence continuously and transverse to the flow. Follow the contours of the site as closely as possible. Place the fence so that water cannot run off and around the end of the fence.

Inspect all temporary silt fences immediately after each rainfall and at least daily during prolonged rainfall. Immediately correct any deficiencies at the Contractor’s expense.

Make a daily review of the location of silt fences in areas where construction activities have altered the natural contour and drainage runoff to ensure that the silt fences are properly located for effectiveness. Where deficiencies exist as determined by the Project Manager, install additional silt fence as directed by the Project Manager.

Repair or replace damaged silt fence promptly.

Remove sediment from behind the silt fence when it occurs to one-third the original height.

Leave the silt fence in place until the Project Manager directs to remove it. Either grade and seed or remove the sediment deposits prior to removal of the fence.

622.04 METHOD OF MEASUREMENT

See Subsection 151.01.1 for Design-Build Contracts.

Geotextiles are measured by the square yard as staked by the Project Manager, except silt fence, which is measured by the yard of fence. Seams, excavated vertical faces, and laps, including any portion of geotextile keyed into the subgrade or fill material, are not measured for payment. For subsurface drainage filter geotextile, the entire drainage trench perimeter, and the top width, is measured for payment.

622.05. BASIS OF PAYMENT

See Subsection 151.01.1 for Design-Build Contracts.

Payment for the completed and accepted quantities is made under the following:

Pay Item	**Pay Unit**
Geotextile, Erosion Control	Square Yard
Geotextile Filter, Subsurface Drainage	Square Yard
Geotextile, Separation/Stabilization	Square Yard
Geotextile, Silt Fence	Yard

SECTION 623
MAILBOXES

623.01 DESCRIPTION

This work is the removal, temporary reset, and maintenance, and furnishing and installation of new mailboxes and crash-worthy supports at the specified locations or as directed.

623.02 MATERIALS

Furnish metal mailboxes listed on the QPL. The mailbox carrier service door must be embossed with the following two statements: "U.S. MAIL" in a minimum of ½-inch high letters and “Approved By The Postmaster General” in a minimum of $\frac{3}{16}$-inch high letters.

Provide permanent address markings on the flag side of the mailbox at least 1-inch high and in contrasting color in neat, legible letters and numbers. If the mailboxes are grouped provide address numbers on the mailbox door.

Furnish a crashworthy mailbox support as shown in the Detailed Drawings, a mailbox support identified in the current edition of the AASHTO Guide for Erecting Mailboxes on Highways, or other commercially manufactured NCHRP 350 or MASH compliant crashworthy mailbox support.

Furnish a NCHRP 350 or MASH compliant crashworthy support for temporary resets of mailboxes. Do not use traffic control devices as mailbox supports. If multiple mailboxes are required at one location, furnish, and install a multiple box support system in accordance with the current edition of the AASHTO Guide for Erecting Mailboxes on Highways.

623.03 CONSTRUCTION REQUIREMENTS

Coordinate with the U.S. Postal Service and mailbox owner prior to any activities impacting mailboxes. Reset and maintain all mailboxes specified by the project manager that are removed during construction. Temporary supports and locations must be approved by the Project Manager. Install permanent mailboxes and supports at the locations shown in the contract. Salvage existing mailboxes if requested by landowner. Dispose of non-salvaged mailboxes.

623.04 METHOD OF MEASUREMENT

See Subsection 151.01.1 for Design-Build Contracts.

Mailbox and support are measured as a unit. Removal, temporary resets, salvage, numbering, disposal, and maintenance are not measured for payment.

623.05 BASIS OF PAYMENT

See Subsection 151.01.1 for Design-Build Contracts.

Payment for the completed and accepted quantities is made under the following:

Pay Item	Pay Unit
Mailbox	Each
Mailbox-Large	Each
Mailbox-Extra Large	Each

SECTION 624
WELDING

624.01 DESCRIPTION

Weld in accordance with the current edition of the applicable American National Standard Welding Codes.

624.02 MATERIALS

Use welding electrodes in accordance with AWS and AASHTO.

624.03 CONSTRUCTION REQUIREMENTS

624.03.1 General

Contact the Project Manager 5 business days prior to anticipated work for scheduling of the Certified Welding Inspector (CWI).

1. Weld tubular members (including pipe piles and hand or pedestrian rails) to ANSI/AWS D1.1.
2. Weld existing structures for repair or strengthening to ANSI/AWS D1.1.
3. Weld reinforcing steel to ANSI/AASHTO/AWS D1.5.
4. Weld bridge structural steel to ANSI/AASHTO/AWS D1.5.

Gas Metal Arc Welding (GMAW) process is only acceptable in spray transfer mode. Welding procedure specifications having parameters that are not within spray transfer are unacceptable.

624.03.2 Welder Qualifications

1. Have all welders certified by a CWI for each process or procedure performed. Obtain certifications prior to beginning welding for the project.
2. If Department staff is available, certification testing of welders will be provided by the Department at a cost of $60.00 per hour. This certification will be provided in Helena at this cost only once per person per project.
3. An outside agency will be allowed to administer the testing if conducted by an AWS CWI, and the process is in accordance with Department procedure.
4. The welder's qualification will remain in effect for an indefinite period unless the welder has not used the qualified welding process for a period exceeding 6 months or there is some specific reason to question the welder's ability. For the welder to remain qualified, a verification record (continuity) should be kept on file and updated by the Contractor for that welder documenting the performance of the given process and procedure during the previous 6 months.

624.03.3 Submittals

For all employees who will be welding on Department projects and who may have obtained certifications, submit certification records and continuity information in accordance with the Table of Contractor Submittals. Include the following information:

1. Certifying agency, name, address, and phone number.
2. CWI's stamp and number.
3. CWI's signature.
4. Date tested.
5. Code under which the test was given, (e.g., AWS D1.1-96).
6. Positions qualified.
7. Base metal designation, (e.g., A-36, A252).
8. Backer use.
9. Process used.

10. Manipulation type.

11. Electrode type, (e.g., 7018).

12. Diameter of electrode.

13. Operator's name.

14. Operator's employer at the time of the test.

624.04 METHOD OF MEASUREMENT

See Subsection 151.01.1 for Design-Build Contracts.

Welding is not measured separately but is incidental to the items being welded.

624.05 BASIS OF PAYMENT

See Subsection 151.01.1 for Design-Build Contracts.

Welding is not paid for separately but is included in the cost of the item welded and includes all materials and resources necessary to complete the work.

DIVISION 700 MATERIALS REQUIREMENTS

SECTION 701
AGGREGATES

701.01 AGGREGATE FOR CONCRETE

These specifications describe the quality and size of aggregate for hydraulic cement concrete pavements and bases, highway bridges, and incidental structures.

The following test methods are used to evaluate the quality of aggregates for concrete:

Coal and Light Particles ..... AASHTO T 113
Clay Lumps ..... AASHTO T 112
Fineness Modulus of Fine Aggregate ..... AASHTO M 6
Mortar-making Properties ..... MT 121
Organic Impurities ..... AASHTO T 21
Sieve Analysis for Fine and Coarse Aggregate MT 202
Sulfate Soundness ..... AASHTO T 104 or ASTM C88
Wear Test ..... AASHTO T 96
Combining Aggregate Gradations ..... MT 122

When wear factors are specified in the contract, the term "aggregate surfacing" includes the coarse aggregate for concrete.

Do not use recycled concrete aggregate unless specified in the contract.

701.01.1 Fine Aggregates for Concrete

A. General Requirements. Fine aggregate is natural sand having hard, strong, durable particles meeting the gradation requirements in Table 701-2.

Other approved inert material with similar characteristics or combinations of the above materials may be used if the materials meet these specifications.

Do not mix or store in the same pile fine aggregate from different sources or use alternately in the same class of construction or mix without the Project Manager's written permission.

The deleterious substances and soundness specified in Subsections 701.01.1(B) and (C) below will be waived for aggregate used in structures or portions of structures not exposed to weather.

B. Deleterious Substances. Meet the deleterious material limits in Table 701-1.

TABLE 701-1
LIMITS ON DELETERIOUS MATERIAL
IN FINE AGGREGATE

Material	Maximum % By Wt.
Clay lumps and friable particles (AASHTO T 112)	3.00

Ensure that the material does not contain other deleterious material.

C. Soundness. When fine aggregate is subjected to 5 cycles of the sodium or magnesium sulfate soundness test, the total corrected loss cannot exceed:

- 10% by weight for the sodium sulfate.
- 15% by weight for the magnesium sulfate.

D. Organic Impurities. Aggregate subjected to the colorimetric test for organic impurities and producing a color darker than the standard will be rejected unless the aggregates pass the mortar strength test specified in Subsection 701.01.1(E). Do not use aggregates showing a

darker color than that of samples originally approved for the work until tested to determine whether the increased color indicates a harmful quantity of deleterious material.

E. Mortar-making Properties. The fine aggregate, when mixed with Type I or II cement and tested using the mortar making property test, must develop at 7 days, a minimum compressive strength of 95% of the strength developed by a mortar made with the same cement in accordance with MT 121.

F. Grading. The gradation requirements listed in Table 701-2 are the outer acceptance limits for use from all supply sources. The gradation must be uniform from any one source and not change from the low to the high gradation limits.

The fineness modulus of samples taken from proposed sources must be a minimum 2.50 and a maximum 3.10 when tested in accordance with AASHTO M 6. Fine aggregate from a source with a fineness modulus variation greater than ± 0.20 from the design fineness modulus of the sample may require a concrete mix redesign. Applying the 0.20 variation does not permit the fineness modulus to be less than 2.50 or more than 3.10.

TABLE 701-2
TABLE OF GRADATIONS - FINE AGGREGATE FOR CONCRETE
Percentage by Weight Passing Square Mesh Sieves

Sieve Size	Percent Passing
⅜-inch	100
No. 4	95-100
No. 8	80-100
No. 16	50-85
No. 30	25-60
No. 50	5-30
No. 100	0-10
No. 200	0-3

A maximum 45% of the fine aggregate can be retained between any two consecutive sieves.

701.01.2 Coarse Aggregate for Concrete

A. General Requirements. Coarse aggregate is crushed stone, gravel, or blast-furnace slag having hard, strong, durable pieces, free from adherent coatings. Other approved inert materials with similar characteristics or combinations of the above materials may be used, provided they are in accordance with the contract.

The limits for deleterious material and soundness specified in Subsection 701.01.2(B) and (C) will be waived for aggregate used in structures or portions of structures not exposed to the weather.

B. Deleterious Substances. Meet the deleterious material in accordance with Table 701-3.

TABLE 701-3
LIMITS ON DELETERIOUS SUBSTANCES
IN COARSE AGGREGATE

Substance	Maximum % By Wt.
Lightweight pieces in aggregate (AASHTO T 113)	3.00
Clay lumps and friable particles (AASHTO T 112)	3.00
Total lightweight pieces, clay lumps and friable particles	5.00
Thin or elongated aggregate having a length greater than five times average thickness.	15.00
Material passing the No. 200 sieve	1.00[1]

Note: 1. In crushed aggregates, if the material finer than the No. 200 sieve consists of fracture dust essentially free from clay or shale, the maximum limit may be increased to 1.5%.

Ensure that the material does not contain other deleterious material.

C. Soundness. When the coarse aggregate is subjected to five cycles of the sodium or magnesium sulfate soundness test, the total percentage loss cannot exceed 12 and 18% by weight respectively.

D. Percentage of Wear. Furnish coarse aggregate having a wear factor not exceeding 40%.

E. Reserved.

F. Grading. Furnish 1½-inch aggregate in accordance with Table 701-4 for No. 4 to 1½-inch, furnished in two separate sizes respectively meeting the gradations for No. 4 to ¾-inch and ¾ to 1½-inch size material.

Furnish ¾-inch aggregate meeting the gradations for No. 4 to ¾-inch material.

Furnish coarse aggregate uniformly graded between the limits in accordance with Table 701-4.

The aperture shape used for coarse aggregate acceptance has no relation to the size and shape of the aperture or screen type used in producing the material.

TABLE 701-4
TABLE OF GRADATIONS - COARSE AGGREGATE FOR CONCRETE
Percentage By Weight Passing Square Mesh Sieves Designated Sizes

Sieve Size	No. 1	No. 2	No. 3	No. 4
	No. 4 to 1½"	No. 4 to ¾"	¾" to 1½"	No. 4 to ½"
2-inch	100		100	
1½-inch	95-100		90-100	
1-inch		100	20-55	
¾-inch	35-70	90-100	0-15	100
½-inch				90-100
⅜-inch	10-30	20-55	0-5	40-70
No. 4	0-5	0-10		0-15
No. 8		0-5		0-5

Note: Nos. 1, 2, 3, and 4 correspond to AASHTO/ASTM designations 467, 67, 4, and 7, respectively.

701.01.3 Optimized Gradations for Concrete

Optimizing a gradation by combining two or more sizes of aggregate is allowed and may be required for specific classes of concrete. Meet all the specifications listed in Subsections 701.01.1

and 701.01.2 for fine and coarse aggregate respectively except for the gradation requirements. Furnish a combined gradation in accordance with MT 122. If the combined gradation in the mix design submittal is approved, adhere to the tolerances listed in Table 701-5 during concrete production. The tolerances will be placed on the combined percent passing each sieve as defined in MT 122.

TABLE 701-5
OPTIMIZED GRADATION REQUIREMENTS

Sieve Size	Production Tolerance
No. 4 or greater	± 5%
No. 8 to No. 30	± 4%
No. 50	± 3%
No. 100	± 2%
No. 200 or lesser	± 1.5%

Perform quality control gradations as necessary to control the production of aggregate and concrete. The combined aggregate gradation tests must meet the mix design target gradation and the tolerances listed above.

Do not target a combined percent passing of more than 2.0% on the #200 sieve.

701.02 AGGREGATE FOR SURFACING

701.02.1 General Requirements

The following test methods are used to evaluate the surfacing aggregate quality:

Fracture ..... AASHTO T 335
Liquid Limit, Plastic Limit, Plasticity Index .... AASHTO T 89 and AASHTO T 90
Micro-Deval..... AASHTO T 327
Sand Equivalent..... AASHTO T 176[1]
Sieve Analysis For Fine And Coarse Aggregate MT 202
Sulfate Soundness..... AASHTO T 104 or ASTM C88
Wear Test..... AASHTO T 96

Note: 1. As determined by alternate method No. 2 using stock solution with formaldehyde.

A. Source Approval. Passing wear test results are mandatory for Department approval of sources. Micro-Deval or sulfate soundness tests may be used by the Department for source approval. If Micro-Deval is used and the test fails, the Department will conduct the sulfate soundness test. If the sulfate soundness test fails, the Contractor may not use the source to produce coarse surfacing aggregate.

Meet the following Micro-Deval requirements:

- Coarse Aggregate, 18.0% loss maximum for acceptance.

Meet the following sulfate soundness requirements:

- When coarse aggregate is subjected to 5 cycles of the sodium or magnesium sulfate soundness test, the total corrected loss cannot exceed 12 and 18% by weight respectively.

If the test results indicate the aggregate does not meet the requirements, the Contractor may make a written request for an independent laboratory to retest the material in question. The Contractor and the Department must agree upon the choice of the independent laboratory before release of the sample for testing. The Department will maintain and provide the original sample in the event of a retest. The independent laboratory results will be averaged with the results provided by the Department and the averaged results will be binding on both parties for acceptance of the material in question. The Contractor must pay the cost of duplicate testing if the average results in a failing test. The Department will pay the cost of duplicate testing if the average results in a passing test.

Furnish aggregate that does not contain wood and other plant material.

That portion of the aggregate retained on the No. 4 sieve is coarse aggregate, and that passing the No. 4 sieve is fine aggregate.

When wear factors are specified in the contract, the term "aggregate surfacing" includes all aggregates specified in Subsections 701.02.4 through 701.02.9.

B. Department Review. The Department has 30 calendar days from receipt of the test sample to furnish the test results. Contract time will be increased working day for working day, for each day the test results are delayed beyond the 30-day review period, if the Departments delay affects the Contractor’s operation as shown on the current work schedule. Contract time will not be extended if the delay occurs from November 16th through April 15th, unless the Contractor is being charged contract time under Subsection 108.07.3.

701.02.2 Select Surfacing

Furnish select surfacing, including added binder or blending material in accordance with Table 701-6.

TABLE 701-6
TABLE OF GRADATIONS - SELECTED SURFACING
Percentage by Weight Passing Square Mesh Sieves

Sieve Size	Grade 1	Grade 2	Grade 3	Grade 4	Grade 5	Grade 6
4-inch	100					
3-inch		100				
2½-inch			100			
2-inch				100		
1½-inch					100	
1-inch						100
No. 200	15 max.	15 max.	15 max.	15 max.	15 max.	15 max.

For material passing the No. 40 sieve, the liquid limit must not exceed 30, and the plasticity index must not exceed 6.

701.02.3 Sand Surfacing

Furnish sand surfacing in accordance with Table 701-7.

TABLE 701-7
TABLE OF GRADATIONS - SAND SURFACING
Percentage by Weight Passing Square Mesh Sieves

Sieve Size	Grade 1	Grade 2	Grade 3	Grade 4	Grade 5
1½-inch	100				
1-inch		100			
¾-inch			100		
½-inch				100	
No. 4					100
No. 10	65 min.	65 min.	65 min.	50 min.	50 min.
No. 200	20 max.	20 max.	20 max.	20 max.	20 max.

For material passing the No. 40 sieve, the liquid limit must not exceed 25, and the plasticity index must not exceed 0.

701.02.4 Crushed Base Course Type "A"

Furnish crushed base course Type "A", including added binder or blending material in accordance with Table 701-8. Glass cullet meeting Subsection 701.11 requirements may be used as blending material.

TABLE 701-8
TABLE OF GRADATIONS - CRUSHED BASE COURSE TYPE "A"
Percentage By Weight Passing Square Mesh Sieves

Sieve Size	Grade 5A	Grade 6A	Grade 7A
2-inch	100		
1½-inch	94-100	100	
¾-inch	70-88	74-96	100
⅜-inch	50-70	40-76	57-81
No. 4	34-58	24-60	36-60
No. 40	6-30	6-34	6-25
No. 200	0-8	0-8	2-8

Meet the following requirements for crushed base course Type "A":

1. For material passing the No. 40 sieve, the liquid limit must not exceed 25, and the plasticity index must not exceed 6.
2. Dust ratio limitations do not apply.
3. A wear factor not exceeding 50% at 500 revolutions.
4. At least 35% by weight of the aggregate retained on the No. 4 sieve has at least one fractured face.

701.02.5 Crushed Base Course Type "B"

Furnish crushed base course Type "B", including added binder or blending material in accordance with Table 701-9.

TABLE 701-9
TABLE OF GRADATIONS - CRUSHED BASE COURSE TYPE "B"
Percentage By Weight Passing Square Mesh Sieves

Sieve Size	Grade 1	Grade 2	Grade 3
2-inch	100		
1½-inch		100	
1-inch	50-80		100
No. 4	20-50	25-55	30-60
No. 10			20-50
No. 200	8 max.	8 max.	8 max.

Meet the following requirements for crushed base course Type "B":

1. For material passing the No. 40 sieve, the liquid limit must not exceed 35, and the plasticity index must not exceed 10.
2. Dust Ratio: The portion passing the No. 200 sieve must not exceed two-thirds of the portion passing the No. 40 sieve.
3. A wear factor not exceeding 50% at 500 revolutions.
4. Up to 5% by weight of material one grade larger than that being produced is allowed. For example, when producing 1½-inch material, up to 5% of the total weight of material produced may be 2-inch material.

5. At least 20% by weight of the aggregate retained on the No. 4 sieve must have one fractured face.

701.02.6 Crushed Top Surfacing Type "A"

Furnish crushed top surfacing Type "A", including added binder or blending material in accordance with Table 701-10.

TABLE 701-10
TABLE OF GRADATIONS - CRUSHED TOP SURFACING TYPE "A"
Percentage By Weight Passing Square Mesh Sieves

Sieve Size	Grade 1	Grade 2	Grade 3	Grade 4	Grade 5
1-inch	100				
¾-inch		100			
⅝-inch			100		
½-inch				100	
⅜-inch					100
No. 4	40-70	40-70	40-70	40-70	50-80
No. 10	25-55	25-55	25-55	25-60	35-70
No. 200	2-8	2-8	2-8	2-8	2-8

Meet the following requirements for crushed top surfacing Type "A", including added binder or blending material:

1. Dust Ratio: the portion passing the No. 200 sieve cannot exceed two-thirds of the portion passing the No. 40 sieve.
2. For material passing the No. 40 sieve, the liquid limit must not exceed 25, and the plasticity index must not exceed 6.
3. The composite aggregate does not contain adherent films of clay and other matter that prevents thorough coating with bituminous material. Bituminous material must remain adhered to the material upon contact with water.
4. When the aggregate is to be bituminized, both the material source and the composite aggregate must not show cracking or disintegration.
5. Do not remove intermediate sizes from the material during production, unless authorized in writing.
6. Have a wear factor not exceeding 50% at 500 revolutions; and
7. At least 35% by weight of the aggregate retained on the No. 4 sieve must have at least one fractured face.

701.02.7 Crushed Top Surfacing Type "B"

Furnish crushed top surfacing Type "B", including added binder or blending material in accordance with Table 701-11.

TABLE 701-11
TABLE OF GRADATIONS - CRUSHED TOP SURFACING TYPE "B"
Percentage By Weight Passing Square Mesh Sieves

Sieve Size	Grade 1	Grade 2	Grade 3
1½-inch	100		
1-inch		100	
¾-inch			100
½-inch			
No. 4	40-80	40-80	40-80
No. 10	25-60	25-60	25-60
No. 200	8-20	8-20	8-20

Meet the following requirements for crushed top surfacing Type "B", including added binder, or blending material:

1. Dust Ratio: the portion passing the No. 200 sieve cannot exceed two-thirds of the portion passing the No. 40 sieve.
2. For material passing the No. 40 sieve, the liquid limit must not exceed 35, and the plasticity index must not be below 6 or above 12.
3. A wear factor not exceeding 40% at 500 revolutions; and
4. At least 35% by weight of the aggregate retained on the No. 4 sieve must have one fractured face.

701.02.8 Crushed Cover Aggregate - Cover Material

Furnish cover material in accordance with Table 701-12.

TABLE 701-12
TABLE OF GRADATIONS - COVER MATERIAL
Percentage By Weight Passing Square Mesh Sieves

Sieve Size	Type 1	Type 2	Type 3
½-inch			100
⅜-inch	100	100	40-80
No. 4	0-15	0-8	0-8
No. 200	0-2	0-1	0-1

Meet the following requirements:

1. The composite aggregate must not have adherent films of clay, vegetable matter, frozen lumps, and other extraneous matter that prevents thorough coating with bituminous material. Bituminous material must remain adhered to the material upon contact with water. No combination of shale, clay, coal, and soft particles can exceed 1.5%.
2. The aggregate must have a wear factor not exceeding 30% at 500 revolutions; and
3. A minimum of 70% by weight of the coarse aggregate must have at least one fractured face.

701.02.9 Aggregate for CTB

Furnish aggregate for CTB, including added blending material in accordance with Table 701-13.

TABLE 701-13
TABLE OF GRADATIONS - AGGREGATE FOR CTB
Percentage By Weight Passing Square Mesh Sieves

Sieve Size	Percent Passing
¾-inch	100
No. 4	40-70
No. 10	25-55
No. 200	2-12

Meet the following requirements:

1. For material passing the No. 40 sieve, the liquid limit must not exceed 30, and the plasticity index must not exceed 7; and
2. The material used to produce the aggregate must have a wear factor not exceeding 50% at 500 revolutions.

701.03 AGGREGATE FOR BITUMINOUS MIXTURES

701.03.1 General Requirements

The following test methods will be used to evaluate the quality of aggregate to be bituminized:

TABLE 701-14
AGGREGATE REQUIREMENTS

Coarse Aggregate (No. 4 And Larger)	
Angularity (AASHTO T 335 or ASTM D5821)	See Table 701-15
Wear (AASHTO T 96)	40% max 30% max[1]
Flat and elongated particles (ASTM D4791) (3:1 ratio; by mass; No. 4 and larger)	20% max.
Absorption (AASHTO T 85)[2]	2.5% max
Fine Aggregate (All Material Passing No. 4)	
Angularity (AASHTO T 304 Method A)	45% min.
Sand equivalent (AASHTO T 176)[3]	45% min.

Notes: 1. For ⅜-inch mixes only.
2. For warm mixes only.
3. As determined by alternate method No. 2 using stock solution with formaldehyde. RAP, RAS, and Hydrated Lime will be excluded from the JMF for Sand Equivalent testing purposes.

All aggregate must be non-plastic when tested in accordance with AASHTO T 89 and AASHTO T 90.

A. Source Approval. Passing wear test results are mandatory for Department approval of bituminized material aggregate sources. Micro-Deval or sulfate soundness tests may be used by the Department for source approval. If Micro-Deval is used and the test fails, the Department will conduct the sulfate soundness test. If the sulfate soundness test fails, the Contractor may not use the source to produce coarse aggregate to be bituminized.

Meet the following Micro-Deval requirements:

- Coarse Aggregate, 18.0% loss maximum for acceptance.

Meet the following sulfate soundness requirements:

- When coarse aggregate is subjected to 5 cycles of the sodium or magnesium sulfate soundness test, the total corrected loss cannot exceed 12 and 18% by weight respectively.

If the test results indicate the aggregate does not meet the requirements, the Contractor may make a written request for an independent laboratory to retest the material in question. The Contractor and the Department must agree upon the choice of the independent laboratory before release of the sample for testing. The Department will maintain and provide the original sample in the event of a retest. The independent laboratory results will be averaged with the results provided by the Department and the averaged results will be binding on both parties for acceptance of the material in question. The Contractor must pay the cost of duplicate testing if the average results in a failing test. The Department will pay the cost of duplicate testing if the average results in a passing test.

Furnish aggregate that does not contain wood and other plant material.

The portion of the aggregate retained on the No. 4 sieve is defined as coarse aggregate, and that passing the No. 4 sieve is defined as fine aggregate.

B. Department Review. The Department has 30 calendar days from receipt of the test sample to furnish the test results. Contract time will be increased, working day for working day, for each day the test results are delayed beyond the 30-day review period, if the Departments delay affects the Contractor's operation as shown on the current work schedule. Contract time will not be extended if the delay occurs from November 16th through April 15th unless the Contractor is being charged contract time under Subsection 108.07.3.

701.03.2 Aggregate for Plant Mix Surfacing

Furnish aggregate for plant mix surfacing, including hydrated lime when required, in accordance with the following.

TABLE 701–15
GRADE S MIXTURE DESIGN AND PRODUCTION REQUIREMENTS

¾-inch, ½-inch, and ⅜ inch Nominal Maximum Aggregate Size														
20 Year Design ESALs[1]		Number of Compactive Gyrations			% of Rice			Coarse Agg. Angularity	VMA %			VFA %	VTM % (Air Voids)	DP (Dust to effective binder ratio)[2]
Total (million)	Daily	Initial (N_{ini})	Design (N_{des})	Max (N_{max})	Max @ N_{ini}	Max @ N_{des}	Max @ N_{max}	1 face/ 2 face	Min @ Ndes (¾")	Min @ Ndes (½")	Min @ Ndes (⅜")[3]	Range @ N_{des}	Range @ N_{des}	Range (P0.075/Pbe)
≤0.3	≤41	7	75	115	91.5	96 to 96.6	98	75/-	≥13.0	≥14.5	≥15.0	70 to 80[3]	3.4 to 4.0	0.6 to 1.4
0.3 to <10	41 to <1370				90.5			85/80				65 to 80		
≥10	≥1370				89			95/90						

Notes: 1. If ESAL's are not specified in the contract, use the 0.3 to 10 million ESAL design requirements in Table 701-15 to develop the mix design, otherwise directed by the Project Manager.

2. In addition to meeting the DP requirement at mix design, report the D/A for the mix design asphalt content.

3. Mix Design value only. Meet the requirements of Table 701-18 during job mix production.

TABLE 701-16
GRADE S AGGREGATE DESIGN REQUIREMENTS

¾-inch, ½-inch, and ⅜-inch Nominal Maximum Aggregate Size						
Percent By Weight Passing Square Mesh Sieves						
Sieve	**Gradation Limits**					
	¾-inch	**½-inch**	**⅜-inch**			
	Min	**Max**	**Min**	**Max**	**Min**	**Max**
1-inch	100					
¾-inch	90	100	100			
½-inch		90	90	100	100	
⅜-inch				90	90	100
No. 4						90
No. 8	23	49	28	58	32	67
No. 16						
No. 30						
No. 50						
No. 100						
No. 200	2	8	2	10	2	10

Note: Percentage or Quantity of hydrated lime will not be subtracted from the aggregate gradation.

TABLE 701-17
HAMBURG WHEEL TRACK REQUIREMENTS

Binder Grade	Water Bath Temperature	Max # of Passes to ½ in. (13mm) Rut Depth	
		Mix Design Verification	Production
PG 58-XX	111 °F	15,000	10,000
PG 64-XX	122 °F	15,000	10,000
PG 70-XX	133 °F	15,000	10,000
MSCR PG 58S-XX	111 °F	12,500	7,500
MSCR PG 58H-XX	111 °F	15,000	10,000
MSCR PG 58V-XX	111 °F	20,000	15,000
MSCR PG 58E-XX	111 °F	20,000	17,500

TABLE 701-18
GRADE S SPECIFICATIONS

¾-inch, ½-inch and ⅜-inch Nominal Maximum Aggregate Size							
Property	Job Mix Target Limits			Job Mix Target Tolerance	Start-Up Job Mix Range[3]		
	¾-inch	½-inch	⅜-inch		¾-inch	½-inch	⅜-inch
VMA	13.0 to 17.0	14.5 to 18.0	15.5 to 18.4	± 0.6	12.4 to 17.6	13.9 to 18.6	14.9 to 19.0
VFA	65 to 80			± 5.0	60 to 85		
VTM @ Ndes[1]	3.4 to 4.0			± 1	2.4 to 5.0		
D/A[2]	0.6 to 1.4			±0.2	0.4 to 1.6		
Commercial Plant Mix Requirements							
VMA	12.4 to 17.6	13.9 to 18.6	14.9 to 19.0	N/A	N/A		
VFA	60 to 85			N/A	N/A		
VTM[1]	2.4 to 5.0			N/A	N/A		
D/A	0.4 to 1.6			N/A	N/A		

Notes: 1. Choose the design and production air voids target to be the lowest value, within the range in Table 701-16 inclusive of 3.4 and 4.0, such that all other criteria are met.
2. Percentages or quantities of hydrated lime will not be subtracted from the aggregate gradation.
3. Start-up job mix range only applies to production before initial target set. Job mix target tolerances do not apply to start up job mix range.

701.04 FOUNDATION AND BEDDING MATERIAL FOR STRUCTURES

701.04.1 Bedding Material

Furnish bedding material for minor drainage structures and culvert foundations. Glass Cullet meeting Subsection 701.11 requirements may be used as blending material.

Furnish bedding material that is reasonably free of clay, silt, and other deleterious material in accordance with Table 701-19.

TABLE 701-19
TABLE OF GRADATIONS - BEDDING MATERIAL
Percentage By Weight Passing Square Mesh Sieves

Sieve Size	Percent Passing
1½-inch	100
No. 4	24-60
No. 200	12 maximum

701.04.2 Foundation Material

Foundation material is one or more aggregate material courses to provide a stable foundation for culvert and drainage structure installations in unstable areas.

Use shot rock, pit-run aggregate, crushed aggregate, or any combination of these materials. The largest rock or rock fragment allowed may be as great in dimension as the thickness of the lift being placed. In the top 1-foot of the foundation, the largest rock or rock fragment cannot exceed 8 inches. Use well-graded material in the top 1-foot of foundation material. Not more than 40% by weight of the foundation material can pass the No. 4 sieve.

701.04.3 Granular Bedding Material

Furnish granular bedding material in accordance with either of the following:

1. Table 701-4 No.2; or
2. ¾-inch material in accordance with Table 701-16, but only that which is retained on the No 4 sieve or larger.

701.05 FILTER MATERIAL

Furnish filter material in accordance with Table 701-20.

TABLE 701-20
TABLE OF GRADATIONS - FILTER MATERIAL
Percentage By Weight Passing Square Mesh Sieves

Sieve Size	No. 1	No. 2
2-inch		100
1½-inch		95-100
¾-inch		35-70
⅜-inch	100	10-30
No. 4	95-100	0-5
No. 8	80-100	
No. 16	50-85	
No. 30	25-60	
No. 50	5-30	
No. 100	0-10	

701.06 RIPRAP AND ANCILLARY ARMOR

Furnish hard, durable, angular, stone that is resistant to weathering and water action, and free of organic or other unsuitable material.

Angular stone is characterized by sharp, clean edges at the intersections of relatively flat surfaces.

Do not use stone with the following characteristics:

1. Rounded stone or boulders from a streambed source.
2. Shale or stone with shale seams.

3. Fissile or fractured stone that may break into smaller pieces.
4. Flat or plate-like in shape.

701.06.1 Riprap

Furnish riprap meeting the requirements of Table 701-21 and 701-22.

TABLE 701-21
RIPRAP REQUIREMENTS

Riprap (Class I, II, and III)	
Specific gravity (AASHTO T 85)	2.40 min.
Absorption (AASHTO T 85)	4.0% max
Los Angeles abrasion (ASTM C535)	50% max
Gradation (Optical Granulometry)	Table 701-22
Soundness of aggregate using sodium sulfate (AASHTO T 104)	12% loss max

Note: The longest dimension (length) of each stone is no longer than 3 times the shortest dimension (width) of stone.

Obtain riprap from sources in accordance with Section 106 requirements to produce material in accordance with Subsection 701.06. Each material source proposed for use as riprap is subject to approval prior to placement. If the riprap source is approved, it may be limited to certain areas, layers, or locations within the source. Approval of the source does not preclude the Department from retesting the material once it is delivered to the project.

701.06.2 Random Riprap

Furnish the specified random riprap in accordance with Table 701-21 and 701-22.

TABLE 701-22
TABLE OF GRADATIONS - RANDOM RIPRAP

Class	Mean Particle Size Inches	% of Mean Particle Size Passing
I	13	100
	11	70-90
	8	40-60
	3	0-10
II	24	100
	21	70-90
	16	40-60
	7	0-10
III	36	100
	30	70-90
	24	40-60
	9	0-10

Note: Mean Particle Size is the average of the dimensions for the length, width, and depth of each stone.

701.06.3 Grouted Riprap

Furnish stone for grouted riprap in accordance with Table 701-21 and 701-22.

701.06.4 Ancillary Armor

The stone must meet the requirements of Table 701-23.

TABLE 701-23
ANCILLARY ARMOR

Class	Mean Particle Size Inches	% of Mean Particle Size Passing
I	13	100
	11	70-90
	8	40-60
	3	0-10
II	24	100
	21	70-90
	16	40-60
	7	0-10

Note: Mean Particle Size is the average of the dimensions for the length, width, and depth of each stone.

701.07 RESERVED

701.08 SAND-GRAVEL CUSHION

Furnish sand-gravel cushion for concrete slope protection in accordance with Subsection 701.04.1 for bedding material except that all the material must pass a 1½-inch sieve.

701.09 BACKFILL FOR METAL BIN-TYPE RETAINING WALLS

Furnish backfill for the bins specified by the bin manufacturer. If not specified, use a gravel-type soil with 95% passing the 2-inch sieve and not more than 10% passing the No. 200 sieve. The material must have a plasticity index not exceeding 10.

701.10 DRAIN AGGREGATE

Furnish drain aggregate that is rounded to sub-rounded aggregate in accordance with Table 701-24.

TABLE 701-24
TABLE OF GRADATIONS - DRAIN AGGREGATE
Percentage By Weight Passing Square Mesh Sieves

Sieve Size	Percent Passing
6-inch	100
¾-inch	0-10
No. 4	0-5

701.11 GLASS CULLET FOR SOIL-AGGREGATE FILLER

When requested and approved as an aggregate blending material, furnish and blend Glass Cullet in accordance with AASHTO M 318. Meet the following requirements for the glass cullet and the blended product:

1. Furnish glass cullet containing no more than 5% cullet originating from non-beverage container glass. Provide the Project Manager with certification that the cullet meets this limit before it is used. If the cullet exceeds this limit, submit a laboratory test plan that meets the requirements of the appendices of AASHTO M 318. Approval of the cullet will be based on the approved testing plan and the test results.
2. Have the glass cullet tested to ensure it meets the physical properties and deleterious substances requirements in AASHTO M 318. Furnish the Project Manager copies of the test results before using the glass cullet.

3. Produce a glass cullet/aggregate blended product that meets all requirements for the specified aggregate; and
4. Limit the glass cullet content to no more than 10% of the total blended product.

701.12 DIGOUT AND SUB-EX REPLACEMENT MATERIAL

Furnish replacement material for digout and sub excavation areas consisting of a well-graded sand and gravel, free of organic and other deleterious material, meeting the AASHTO M 145 requirements for A-1-a group classification as amended by Table 701-25. Material in accordance with Subsection 701.02.4 may also be used as replacement material in either application. Any replacement material may consist of up to 50% RAP, uniformly blended. Crusher reject material may be used for either application provided it meets the requirements in Table 701-25.

TABLE 701-25
DIGOUT AND SUB-EX REPLACEMENT MATERIAL
Percentage By Weight Passing Square Mesh Sieves

	Sieve size	Percent Passing
Digout	2-inch No. 200	100 8 maximum
Sub excavation	6-inch No. 200	100 8 maximum
Crusher Reject	2-inch	100
	No. 4	0-50
	No. 40	0-30
	No. 200	8 maximum

701.13 BRIDGE END BACKFILL

Furnish Bridge End Backfill in accordance with Table 701-26.

TABLE 701-26
TABLE OF GRADATIONS – BRIDGE END BACKFILL
Percentage By Weight Passing Square Mesh Sieves

Sieve Size	Type 1[1]	Type 2	Type 3
4-inch		100	100
2-inch	100	60-100	Modified AASHTO Soil Class A-1-a
1-inch	60 – 80		
½-inch	40 – 60		
⅜-inch		25-65	
No. 4	20 – 40		
No. 10		10-30	
No. 40	5 – 20		
No. 200	0 – 8	0-8	0-8

Note 1. Provide a minimum of 35% of the material retained on the No. 4 sieve having at least 1 fractured face.

SECTION 702
BITUMINOUS MATERIALS

702.01 BITUMINOUS MATERIALS

A. Furnish bituminous materials in accordance with following tables.

Cationic Emulsified Asphalt.....AASHTO M 208[1], Table 1
Emulsified Asphalt.....AASHTO M 140[1], Table 1
High Float Emulsions.....Table 702-2

Performance Graded Asphalt Binder

PGAB.....AASHTO M320
MSCR PGAB.....AASHTO M 332[2]

Polymer-Modified Cationic Emulsified Asphalt AASHTO M 316

Notes: **1.** Cement mixing test does not apply when SS-1 or CSS-1 emulsion is used for spray or tack application.

2. Minimum 55% recover @ 3.2 kPa according to AASHTO T 350 or as specified in the contract.

Meet the requirements for bituminous materials in accordance with the contract.

B. Polymerize CRS-2P emulsions using at least 3% polymer by weight (mass) of the asphalt binder. Polymerize CHFRS-2P emulsions using at least 4% polymer by weight (mass) of the asphalt binder.

702.02 TESTING AND ACCEPTANCE

Bituminous materials are accepted on the test results of samples selected and tested by the Department or its authorized representative. Collect samples in accordance with Subsection 402.03.2 and tested using the applicable AASHTO method. The Project Manager may permit using bituminous materials before the test results are available if the test results of material previously furnished by the refiner have consistently been satisfactory. The use of bituminous materials before receipt of the test results as permitted by the Project Manager does not waive the Department's right to accept or reject materials under these specifications.

Asphalt binder penetration is sampled and accepted in accordance with Subsections 402.03.2 and 402.03.5(B).

TABLE 702-1
BASIS FOR ACCEPTANCE OF ASPHALT EMULSIONS

Sample Tested	Specification Limits[1]		Remarks
	Test Results Within Limits	Test Results Outside Limits[2]	
Original sample	accept material	test retained sample	Retained samples may be tested by the Department at any time.
Retained sample	accept material	accept material at reduced price or reject	

Notes: 1. See specification for bituminous materials.

2. Pay adjustments will be applied under QA.

If test results of both the original and retained samples are not within the tolerance limits, the average of the two values will determine the basis for acceptance of the material.

Exception: If either of the two test values are outside the applicable ASTM Repeatability Range, then the test value numerically nearest the specification requirement will be used as the basis for acceptance. In the event a material fails more than one test requirement, that requirement with the

greatest violation will determine the basis for acceptance. See Subsection 402.03.5(C) for the method of calculating price reductions.

TABLE 702-2
SPECIFICATIONS FOR HIGH FLOAT EMULSIONS

Grade	HF -100	
	Min.	Max.
Tests on emulsions:		
Viscosity Saybolt Furol at 122 °F, sec.	50	400
Storage Stability 24 hr., %		1
Sieve Test, %		0.1
Demulsibility, 50 mL 5.55 g/L CaCl2, % by mass	30	
Distillation:		
Residue, %	65	
Oil Distillate, by volume of emulsion, %		2
Tests on residue from distillation test:		
Penetration at 77 °F, 100 g, 5 sec., dmm	100	170
Ductility at 77 °F, 5 cm per min., cm	40	
Solubility, %	95.5	
Float Test at 140 °F, sec.	1200	

SECTION 703
LIGHTING & SIGNAL MATERIALS

703.01 GENERAL

Furnish all electrical equipment that meets the contract and the following requirements:

1. NEMA.
2. The NEC.
3. The standards of the ASTM.
4. ANSI; and
5. All state and local laws or ordinances that may apply.

References to the above codes or standards are the current editions of the code, order, or standard at the time the contract is let and governs throughout the life of the contract.

Furnish galvanized parts in accordance with ASTM A153, B695 (Class 50), or other applicable ASTM galvanizing specifications. Galvanize the top 12 inches of anchor bolts. Galvanized bolts and nuts must thread together without damaging the coating.

703.02 CONDUIT

703.02.1 Plastic Conduit

Furnish rigid polyvinyl chloride (PVC) in accordance with UL 651, or continuous length high density polyethylene (HDPE) in accordance with UL 651B, schedule 80, 150 °F wire rated, direct bury type.

703.02.2 Steel Conduit

Furnish galvanized rigid steel conduit and fittings of mild steel in accordance with UL 6 and ANSI C 80.1.

703.03 PULL BOXES

703.03.1 Concrete Pull Boxes

Furnish concrete pull boxes, extensions, and covers made of reinforced concrete. Use Class General concrete in accordance with Section 551. Use reinforcing steel in accordance with Section 555.

Meet the pull box size and details specified in the contract.

Inscribe reinforced concrete covers for signal systems and/or lighting systems with the words "ELECTRIC". Furnish a steel cover designed to withstand AASHTO HS-20 loads for pull boxes subject to vehicular traffic loads.

Furnish metal frames and covers for boxes or vaults formed in the concrete. Inscribe covers with the wording specified in the contract. Ensure gasket surfaces form a true plane. Install a ⅛-inch one-piece neoprene gasket on the frame or cover for the seal.

703.03.2 Composite Pull Boxes

Furnish pull boxes and covers made of polymer concrete with fiberglass reinforcement. Furnish pull boxes having continuous fiberglass cloth reinforcement on the inside and outside perimeters. Furnish covers having a minimum of 2 layers of fiberglass cloth reinforcement.

Ensure the pull boxes and covers comply with all test provisions of the most current ANSI/SCTE 77 for tier 15 applications. Furnish pull boxes and covers that have been tested and certified by a nationally recognized third-party independent testing firm such as UL or Intertek Testing Services verifying that the boxes and covers meet all test provisions of the ANSI/SCTE 77.

Furnish pull boxes that have markings showing the tier 15 rating labeled or stenciled on the inside and outside of the box. Furnish covers that have markings showing the tier 15 rating

embossed in the top surface of the cover. Furnish covers having pull slots rated for a minimum pull out of 3,000 pounds.

Furnish ⅜ x 7-inch lag thread hex head bolts to secure the cover to the pull box.

703.04 STANDARDS AND POSTS

703.04.1 General

Design, fabricate, and inspect standards in accordance with the current edition of AASHTO LRFD Specifications for Structural Supports for Highway Signs, Luminaires, and Traffic Signals.

A. Signal Standards. Design, fabricate, and inspect in accordance with Section 556 and the detail for 2015 LRFD Type 2A and 3A Signal Standards.

For design purposes, the signal and luminaire loading are shown on the detail drawing.

Weld hubs for wire entry prior to galvanization.

Manufacture tubular members 50 feet in length or less using the same gauge steel for the entire length of the member.

1. **Pole Shaft.** The tube portion of the shaft must be round when viewed in the plane perpendicular to its longitudinal axis. Manufacture the pole tube from one piece of steel having a single continuous linear taper of 0.14 in/ft. Show on the shop drawings the orientation and location of the longitudinal seam of the tube. Rotate the longitudinal seam weld so it does not coincide with hand holes, tenons, gusset plates or other welds on the shaft. Weld the seam using a continuous automatic electric weld.

   Circumferentially weld a one-piece steel plate with holes in the corners for mounting and one in the center for wire access to both the top and the bottom of the tube. Use a similar plate on the side of the tube for mounting the traffic signal mast arm. Ensure the attachment of the traffic signal mast arm plate accommodates full-sized hardened flat washers for bolting the mast arm to the shaft.

   Fabricate the shaft from No. 0 manufacturer's standard gauge steel, or thicker, with a guaranteed minimum yield strength of 55,000 psi after fabrication. Specify the type of steel to be used on the shop drawing.

   Furnish a 4 x 8-inch hand hole located 180˚ from the traffic signal mast arm near the base of the shaft and a 4 x 6-½ inch hand hole near the mounting point of the traffic signal mast arm as shown on the detail drawing. Provide a removable galvanized metal cover with each hand hole. Hold the hand hole cover in place with 2 stainless steel hex-head type screws in holes that are field-drilled in the covers. Rotate longitudinal seam 90˚ from the hand hole.

   Furnish a 3 inch internally threaded pipe coupling protruding 2 inches from the side of the pole tube located 30 inches from the pole base and 180˚ from the traffic signal mast arm as shown in the detail drawing. Provide a 3-inch metal plug to be used for sealing this pipe coupling.

   Furnish a ½-inch ground lug inside the shaft, near the base and within reach of the hand hole for attaching a ground wire.

2. **Shaft Base.** Circumferentially weld a hot rolled steel plate to the shaft prior to galvanizing. Furnish 4 high strength steel bolts with a minimum yield strength of 55 ksi, headed ends at the bottom, and a minimum of 12 inch threaded and galvanized at the top. Furnish 2 nuts and 2 washers with each anchor bolt to adjust over and under the base for plumbing and raking of the standard, and 1 nut at the bottom of each anchor bolt. Furnish each anchor bolt as shown in the Detailed Drawing.

3. **Signal Mast Arm.** Fabricate the traffic signal mast arm from No. 7 manufacturer's standard gauge steel, or thicker, with a guaranteed minimum yield strength of 55,000 psi after fabrication. Specify the type of steel to be used on the shop drawing.

The tube portion of the mast arm must be round when viewed in the plane perpendicular to its longitudinal axis. Construct the tube for the mast arm using 1 or 2 pieces of steel, based on the mast arm length. For mast arms that are 35 feet in length or less, only one piece of steel may be used. Two pieces of the same gauge steel may be used for mast arms longer than 35 feet. However, manufacture all mast arms 50 feet in length or less to end up as, and be shipped as, one continuous piece. Weld all circumferential splices. Bolting sections together is not allowed. Show the orientation and location of all seams along the tube on the shop drawing. Rotate longitudinal seams at the intersection of a circumferential seam. Base the amount of rotation on 360˚ around the circle of the circumferential seam. Rotate any 2 longitudinal seams intersecting a specific circumferential seam by a minimum of 45˚ from each other on that circle.

Manufacture 55-foot and 60-foot mast arms in two pieces. The base of both mast arms must be interchangeable and conform to the detail drawing for the connection plate and bolt circle. The base section of the mast arms should be approximately 12 feet -7 inches in length and allow for approximately 2 feet – 6 inches of overlap between the base section of the mast arm and the outer section of the mast arm. The outer section for the 55-foot mast arm should be approximately 45 feet in length. The outer section for the 60-foot mast arm should be approximately 50 feet in length. The base section and the outer section of these mast arms may be formed from 2 different gauge steels. However, each section must be constructed from 1 gauge of steel. Bolt the outer section to the base section of the mast arm by field drilling a ¾-inch hole in the base section and installing a ⅝-inch through bolt with lock washer and nut. The outer section may be pre-drilled for the through bolt but must form a tight slip joint connection with the base section.

Drill the appropriate diameter hole (2, 1-½, ¾ inch) in the traffic signal mast arm at the location of each tenon. Factory weld tenons on the mast arm as shown on the plan sheet prior to galvanizing. Do not locate tenons in a welded seam. Furnish galvanized metal caps for each tenon on the arm, and a galvanized metal mast arm end cap secured with hex-head screws and/or a through bolt for securely fastening the end cap to the mast arm. Alternative mast arm end caps may be submitted for review by the Department. However, the Department has the sole discretion to accept, or reject, alternative mast arm end caps without justification.

Circumferentially weld a one-piece steel mounting plate to the end of the mast arm. The mounting plate for the mast arm and the plate mounted on the pole shaft utilize holes in each corner for mounting and one in the center for wire access.

Furnish the mast arms capable of sustaining loads as shown on the detail drawing.

Specify on the shop drawing the type of steel to be used in the mast arm.

4. **Luminaire Extension & Mast Arm.** Each luminaire extension and mast arm are made up of 2 major parts, the luminaire mast arm, and the luminaire extension. The luminaire extension is the vertical section between the luminaire mast arm and the lower vertical section of the standard.

   Construct the tube for the luminaire mast arm in the same manner and to the same requirements as the traffic signal mast arm tube, except for the thickness of the steel. Use a minimum No. 11 manufacturer’s standard gauge steel to form the luminaire mast arm. Attach, or form, the end of the luminaire mast arm to a 2-inch pipe size slip-fitter tenon a minimum of 6 inches in length.

   Circumferentially weld a one-piece steel plate to one end of the mast arm tube for mounting the mast arm to the luminaire extension. Drill holes in the corners for mounting and one in the center for wire access.

Construct the tube part of the extension in the same manner as the tube for the pole shaft. Use a minimum of No. 11 manufacturer's standard gauge steel for the luminaire extension tube.

Circumferentially weld a one-piece steel plate with holes in the corners and one in the center for wire access to the bottom of the extension. Use a similar plate for mounting the luminaire mast arm. Furnish a metal removable top cap secured in place using galvanized or stainless-steel set screws and/or a through bolt to prevent moisture from entering the inside of the luminaire extension.

Specify on the shop drawing the type of steel to be used in the luminaire extension and mast arm.

5. **Finish.** Galvanize pole shafts, signal arms, luminaire extensions and mast arms inside and out. Galvanize, or cadmium plate, all mounting hardware, fasteners, caps, plugs and covers. The Department must approve any repair of the galvanized coating during fabrication. Detail the locations of the repair areas must be submitted with the type of coating to be used. The coating must match, to the extent possible, the brightness of the remaining structure.
6. **Manufacturer.** The manufacturer of the signal standards is required to be pre-qualified under the American Institute of Steel Construction (AISC) Certification program. The manufacturer must have an AISC certification in one of the following categories to fabricate these signal standards:
   a. Simple Steel Bridge Structures (SBR).
   b. Bridge and Highway Metal Component Manufacturers (CPT).

   Submit proof of certification with shop drawing submittals.

   Package all non-major parts in individual packages that are durable, water tight and labeled as shown in Table 703-1.

TABLE 703-1
PACKAGING TABLE

Title	Related Part	Material Included
S.A. (Fill in w/Arm Length)	Signal Mast Arm	Mast arm end cap, caps for tenons, mast arm connection bolts with nuts and hardened, complete flat washers
L.E. (Fill in w/35 ,40, 45 foot)	Luminaire Extension	Removable metal cap for the top of the extension, luminaire mast arm connection bolts with nuts and hardened, complete flat washers, extension connection bolts with nuts and hardened, complete flat washers
P.S. (Fill in w/Type 1, 2 or 3)	Pole Shaft	Grounding lug, hand hole covers and fasteners, 3-inch metal plug, pole shaft top bolts with nuts and washers

Notes: • Package the anchor bolt nuts and washers together for a complete traffic signal pole installation, e.g., package 12 nuts and 8 washers in one package. Label each package for either 2 inch anchor bolts or 1-¾ inch anchor bolts.

• Ship the anchor bolts separately and void of the nuts and washers.

B. Luminaire Standards. Design, fabricate, and inspect in accordance with the detail for the 2015 LRFD Type 10-A Pole, Base, and Foundation. Furnish a canister style vibration damper. Use a minimum luminaire dead load of 55 lb., and a minimum luminaire projected area of 2 ft^2 for design purposes. Include on the shop drawings the following reaction data at the base of the pole, reported as reactions normal to the standard global coordinate system:

- Moment X (MX) Ft.-Lb.

- Moment Y (MY) Ft.-Lb.
- Torsion Z (MZ) Ft.-Lb.
- Shear force X (VX) Lb.
- Shear force Y (VY) Lb.
- Axial load (P) Lb.

Fabricate all standards from steel. Meet the standard manufacturer's requirements for the anchor bolt placement in the foundation.

Shafts must be a single section formed into a round, continuous taper with a single, automatic electrically welded seam, or approved equal. Steel shafts must be a minimum No. 11 Manufacturers Standard Gauge.

Show the type of steel on the manufacturer's shop drawings.

Furnish rain-tight metal covers for the top of each shaft.

Shafts not mounted on transformer bases must have a handhole with removable cover and an internal grounding lug, as shown in the contract. Locate the handhole in the same quadrant as the mast arm.

Shafts mounted on transformer bases do not require a handhole or grounding lug.

The shaft base (anchor or breakaway) to be used is specified in the contract.

The shaft base plate must be a one-piece plate circumferentially welded to the shaft for anchor and breakaway base types.

For anchor bases, the base plate must attach directly to the anchor bolts. Furnish each anchor bolt with 2 nuts and 2 washers for plumbing and raking the shaft.

For breakaway bases, the plate must be attached to a breakaway device that attaches to the anchor bolts.

Use breakaway bolt couplings unless they do not function with the approved luminaire standard. The bolt coupling must meet the AASHTO LRFD Standard Specifications for Structural Supports for Highway Signs, Luminaires, and Traffic Signals requirements.

Use frangible transformer bases where bolt couplings cannot be used. Transformer bases must have an access door, grounding lug, and factory-made shims for plumbing. Provide each anchor bolt with one nut and one washer.

Furnish 4 high strength steel anchor bolts with headed ends at the bottom for each shaft. Furnish anchor bolts with a minimum 6 inches of the bolt threaded at the top as shown in the plans. Size the anchor bolt in accordance with the shaft manufacturer's recommendations.

Anchor bolts used with breakaway bolt couplings must project out of the foundation the length recommended by the coupling manufacturer. Furnish the breakaway bolt coupling, washer, nut and bolt covering that enclose the area between the base plate and foundation.

Anchor bolts used with transformer bases must project at least 3 inches from the foundation.

Provide a mounting base where the mast arm connects to the shaft. Provide an opening in the base for running wire from the shaft to the mast arm.

All accessories welded to the shaft must be factory-welded before galvanizing.

703.04.2 Type 1 Signal Standards

Furnish standards in accordance with the contract.

Furnish a cast aluminum base with an internal ground lug and handhole with removable cover. Plumb bases with factory-made shims.

Furnish 4 high strength steel anchor bolts with each base. Furnish "L" shaped anchor bolts with a minimum 6 inches of the bolt threaded at the top. Furnish a nut and washer with each anchor bolt for the base.

Follow the manufacturer's recommendations for anchor bolt size.

All accessories welded to the shaft must be factory-welded to the shaft before galvanizing.

703.04.3 Mast Arm - Luminaire

Attach or form the end of the luminaire mast arm to a 2-inch pipe size slip-fitter tenon a minimum of 6 inches in length.

All accessories welded to the mast arm must be factory-welded before galvanizing.

Mast arm lengths and mounting heights are shown in the contract.

703.04.4 Welding Steel

Meet the requirements of Section 624 and the following.

Ensure that all NDT is performed by personnel qualified in conformance with the American Society for Nondestructive Testing Recommended Practice (ASNT) No. SNT-TC-1A to minimum Testing Level II for the individual methods. Provide ASNT certifications and procedures before testing. Denote the WPS identification in the tail of the weld symbol for all welds shown on the shop drawings.

Visually inspect 100% of all welds.

Meet all the applicable AASHTO and AWS welding inspection requirements including those modified as follows:

1. **Circumferential Weld Splices.** Use full-penetration (i.e., complete-penetration) groove welds for pole and arm sections joined by circumferential welds. Perform radiographic testing or ultrasonic testing as approved by the Project Manager meeting AWS D1.1, Structural Welding Code, Section 6. No repair of circumferential welds is authorized without written approval by the Department.
2. **Longitudinal Seams.** Longitudinal seam welds for pole and arm sections must have 60% minimum penetration, except for the following areas:
   - **a.** Provide full penetration groove welds for longitudinal seam welds within 6 inches of circumferential welds.
   - **b.** Provide full-penetration longitudinal seam groove welds for a length equal to the minimum splice length authorized on the female section of telescopic (i.e., slip type) field splices.

   Inspect 100% of all full penetration groove welds using radiography or testing may be by ultrasonic test methods AWS D1.1, Structural Welding Code Ultrasonic, Section 6, both above test methods to be approved by the Project Manager before use.

   Randomly test 25% of all partial penetration welds and fillet welds per component using magnetic particle test methods.
3. **Base Connection Welds.** Inspect 100% of full-penetration groove welds by nondestructive methods of radiography or ultrasonics approved by the Department's Bridge Bureau.

   Inspect 25% of all fillet welds per assembly, by Magnetic Particle (MT) methods.
4. **Fillet Welds/Attachment Welds.** Inspect 25% of all fillet welds per assembly, by Magnetic Particle (MT) methods.

703.04.5 Anchor Bolt Tensioning for Ancillary Structures

Anchor bolt/nut installation requirements for all traffic structures designed in accordance with "LRFD Specifications for Structural Supports for Highway Signs, Luminaires, and Traffic Signals". Not applicable to breakaway connections.

A. Definitions.

1. **Double nut connections.** Base plate connections having a leveling nut/washer below the plate and a washer/nut above the plate.

2. **Star tightening pattern.** A pattern where the nuts on opposite or near opposite sides of the anchor bolt circle are successively tightened in a pattern resembling a star.
3. **Wrench tightened anchor nut.** The maximum nut rotation resulting from the effort of one person using a 12-inch-long wrench. (Applicable to anchor nuts only).

B. Requirements. Install anchor bolts in anchor base connections in accordance with Section 15 of the current edition of the LRFD Specifications for Structural Supports for Highway Signs, Luminaires and Traffic Signals.

1. Pretension double nut connections to the following procedure:
   - **a.** Clean and lubricate the exposed threads of anchor bolts and nuts with beeswax.
   - **b.** Align leveling nuts to same elevation and place hardened structural washers atop. Ensure the distance between the bottom of the leveling nut and the top of the foundation is not more than the rod diameter.
   - **c.** Set base plate, structural washers and install top nuts.
   - **d.** Wrench tighten the top nuts in a star pattern.
   - **e.** Wrench tighten the leveling nuts in a star pattern.
   - **f.** Tighten top nuts to snugging torque in a star pattern.
   - **g.** Mark the reference position of each top nut with a suitable marking on one flat, with a corresponding reference mark on the base plate at each bolt.
   - **h.** Incrementally turn the top nuts using a star pattern until achieving the required nut rotating specified in Table 703-2. Turn the nuts at least two full tightening cycles.

TABLE 703-2
REQUIRED NUT ROTATION

Anchor Rod Diameter (inch)	Nut Rotation Beyond Snug Tight [1, 2]		
	ASTM F1554 Grade 36	ASTMs F1554 Grade 55	ASTMs F1554 Grade 105
< 1	105°	105°	120°
≥ 1 and < 1½	75°	75°	90°
≥ 1½ and ≤ 2	60°	60°	90°

Notes: 1. Nut rotation is relative to anchor bolt. The tolerance is plus 15 degrees.
2. Use a beveled washer if the nut is not in firm contact with the base plate or if the outer face of the base plate is sloped more than 1:40.

   - **i.** Check the installation by applying the verification torque to the top nut. Notify the Project Manager if the verification torque cannot be achieved.

2. For galvanized anchor rods, apply 110% of the verification torque after 48 hours but not more than 96 hours after the initial pre-tensioning.

TABLE 703-3
VERIFICATION TORQUE

Diameter (inch)	ASTM F1554 Grade 36		ASTM F1554 Grade 55		ASTM F1554 Grade 105	
	Snugging Torque (ft-lbf)	Verification Torque (ft-lbf)	Snugging Torque(ft-lbf)	Verification Torque (ft-lbf)	Snugging Torque (ft-lbf)	Verification Torque (ft-lbf)
1	50	180	70	280	120	460
1 ⅛	70	250	100	390	170	650
1 ¼	90	360	140	550	230	910
1 ⅜	120	470	180	720	300	1,200
1 ½	160	620	240	950	400	1,590
1 ¾	250	970	380	1,500	630	2,500
2	370	1,450	570	2,250	940	3,750
2 ¼	530	2,120	830	3,290	1,380	5,490
2 ½	730	2,900	1,130	4,500	1,880	7,500
2 ¾	990	3,940	1,530	6,110	2,550	10,180
3	1,300	5,200	2,020	8,060	3,360	13,430
3 ¼	1,680	6,700	2,600	10,390	4,330	17,310
3 ½	2,120	8,460	3,280	13,120	5,470	21,870
3 ¾	2,630	10,510	4,080	16,300	6,790	27,160
4	3,220	12,860	4,990	19,950	8,320	33,250

703.04.6 Finish

Furnish standards galvanized inside and out. A primer finish is not acceptable. Use stainless steel or zinc, cadmium, or galvanized coated fasteners. Provide galvanized nuts, washers, and shims for anchor bolts.

703.04.7 Wire Protection

Use insulated bushings or grommets to prevent wire abrasion at all wire openings and inlets.

703.04.8 Inspection

1. Visual Weld Inspectors. Inspections are to be performed by a CWI.
2. Nondestructive Testing. All personnel performing NDT must be certified in accordance with the American Society for Nondestructive Testing (ASNT) to a Level II certification.

Perform non-destructive testing at no cost to the Department.

The Contractor must furnish all labor, equipment, and material necessary to provide the Department inspector access to the poles.

Standards may be inspected at the point of fabrication and will be inspected upon delivery. Where inspection reveals defects in structural adequacy, quality, or workmanship, repair the pole shaft, signal mast arm, luminaire extension, luminaire mast arm or mounting hardware to the sole satisfaction of the Department at no cost.

If after a second inspection, the same defects are present that were revealed in the first inspection, the component that is defective will be rejected. Refabricate all rejected components. The Department will pay all QA inspection costs involved in the first inspection. All other costs, both for material and inspection after the first inspection, are the responsibility of the contractor.

703.05 CONDUCTORS AND CABLE

703.05.1 Conductors

Furnish conductors of solid or stranded copper of the gauge shown in the contract.

Insulation for conductors must be Type THW, XHHW, USE, RHH, RHW, THWN, or THHN.

All insulation must be designed for 600 volts and meet NEC requirements.

703.05.2 Signal Cable

Furnish cable in accordance with the IMSA specification No. 19-1 or 20-1.

Individual conductors must be stranded copper.

703.05.3 Detector Loop Shielded Cable

Use detector loop shielded cable as a lead-in between the loop pull box and the loop detector as specified.

Furnish with an aluminum-polyester shield with two AWG No. 14 stranded, tinned, polyethylene-insulated copper conductors, a stranded and tinned copper AWG No. 18 or 16 drain wire, all encased in a black polyethylene jacket meeting IMSA specification No. 50-2.

703.05.4 Emergency Preemption Detector Cable

Use cable recommended by the manufacturer for the emergency preemption system.

703.05.5 Communication Cable

Furnish BJFC 6 pair AWG No. 19 copper cable in accordance with REA specification PE 39.

703.05.6 50-Ohm Coaxial Cable

Furnish ⅜ or ½-inch, super flexible, low loss, foam filled, watertight, coaxial cable. Furnish coaxial cable with the following characteristics:

1. Impedance of 50 ohms, ± 1 ohm.
2. Maximum attenuation of 13.0 dB/100 m at 900 MHz.
3. Outer conductor of bonded aluminum tape and an overall braid of tinned copper with an inner conductor of copper-clad aluminum.
4. Foam polyethylene dielectric.
5. UV protected black polyethylene jacket.
6. Minimum bending radius of 1-inch for installation, 4 inches for repeated bending, for ⅜-inch. Minimum bending radius of 2 inches for ½-inch cable.

Furnish coaxial cable that is compatible with type "N" connector.

703.06 SERVICE AND CONTROL ASSEMBLY

Furnish cabinets meeting NEMA Type 3, 3R, or 12, made of aluminum or NEC-grade steel having a hinged, lockable door.

Include a terminal strip having the number of attaching points for the required conductors with the service and control assembly. Ensure the terminal strip has a capacity equal to an AWG No. 6 conductor.

703.07 CONTROL EQUIPMENT

703.07.1 Flasher

Furnish a solid-state dual circuit, plug-in type electronic flasher producing between 50 and 60 flashes per minute with equal on-and-off time intervals meeting all NEMA Type 3 requirements and conforming to part 4S of the MUTCD.

703.07.2 Loop Detectors

Furnish two channel loop detectors of the rack mount type.

The loop detectors must be solid-state digital using external power. The front panel must contain sensitivity controls, mode selector switch, and an actuation indicator LED.

The loop detectors cannot use more than 150 MA of current at 24 volts DC. The output must be by relay and plug mounted. The relay must be normally energized providing fail-safe functioning

should the power fail. Furnish loop detectors in accordance with all NEMA temperature requirements. Use a 44-pin edge card connector to make all electrical connections.

703.08 TRAFFIC AND PEDESTRIAN SIGNALS

A. Optical Units. Furnish vehicular signal indications which utilize LEDs in accordance with the latest issue of the I.T.E. Vehicle Traffic Control Signal Heads specification. Furnish 12-inch circular and arrow signal indications that have clear polycarbonate lenses. The lens must be diffused, or the module must have some other method of achieving the appearance of an incandescent lamp (smooth and non-pixilated). Furnish bi-modal "green/yellow" arrow indications that utilize LEDs.

Furnish pedestrian signal indications which utilize LEDs in accordance with the latest issue of the I.T.E Pedestrian Traffic Control Signal Indication specification and the MUTCD. Furnish 16 x 18-inch pedestrian indications that utilize LEDs for the "UPRAISED HAND" symbol, the "WALKING PERSON" symbol and the countdown display. Furnish indications that have the countdown display and pedestrian displays in the same housing. Furnish indications with a countdown display that is at least 9 inches in height. Furnish indications that have filled in symbols to give the appearance of an incandescent indication. Furnish indications that are compatible with the pedestrian signal housing.

Supply LED indications that have a guarantee to be replaced or repaired if a signal indication fails to function as intended due to workmanship or material defects within the first 60 months of operation. Furnish LED indications that work with a conflict monitor utilizing NEMA-plus functions, specifically dual indication.

B. Signal Housing. Assemble the signal head housing sections together in a watertight assembly. Each section must house an individual optical unit complete with a one-piece hinged door, a mounting for the lens and other optical system parts, watertight gaskets, and a non-corrodible door-lock.

Construct the optical system so the individual components swing open for access or removal. Ensure sections are interchangeable and constructed so sections can be added or removed. Each section must have a round opening in the bottom and top to receive a 1½-inch supporting pipe frame. The housing, including the doors and end plates must be die-cast aluminum, clean and smooth, free from flaws, cracks, blow holes, or other imperfections. Hinges, pins, lens clips, and locking devices must be non-corroding metal.

Mount a terminal block inside at the back of the housing. Wire all sockets with a white wire connected to the socket shell and a black wire to the bottom or end terminal of the socket. Connect these wires to the terminal block mounted in the housing.

The terminal block must have studs to terminate all field wires and lamp wires independently. Permanently identify the terminals.

Use paint in accordance with Section 710. Factory-enamel signal heads and fittings black or dark olive-green as to not require painting in the field. Apply one coat of primer and two coats of enamel to signal heads and other components, including the outside of visors and backplate backs.

Use the same color for like components in the same intersection.

Furnish with each section of each vehicle signal head, a removable tunnel visor (open bottom) of the appropriate size made from at least 0.050-inch thick aluminum. Factory apply two coats of flat black enamel to visor interiors, in accordance with this subsection.

C. Backplates. Furnish and install back plates on all traffic signal heads to form a 5-inch border around the signals. Make backplates from at least 0.058-inch sheet aluminum. Factory apply 2 coats of flat black enamel to front faces of backplates, in accordance with Subsection 703.08(B). Furnish backplates with a 2-inch wide yellow strip of Type IX retro-reflective sheeting. Apply the sheeting around the outer edge of the backplate.

D. Mounting Brackets. Mount signal heads using brackets made from 1½-inch standard steel pipe and malleable iron or brass pipe fittings. The slip fitter must fit over a 4-inch standard pipe. Provide each slip-fitter with two rows of three set screws in each row to plumb the assembly. Provide cadmium plated set screws.

Provide each compartment with a terminal block with twelve terminals, each with 2 pressure type connectors. Size each connector to accommodate at least 5 No. 14 conductors.

Provide the terminal compartment with an access opening to the terminal block with a rain-tight cover. All slip-fitters and terminal compartments must be made of non-frangible metal.

E. Optically-programmed Traffic Signals. The traffic signals must be optically-programmed and visible only to a specific area of the intersection. Meet all other contract requirements for construction or signal heads.

Use LED programmable visibility modules for optically-programmed signals that are compatible with the signal heads.

703.09 LOOPS

Furnish preformed and prefilled detector loops constructed from conduit. Use one continuous length of stranded No. 12 XHHW or stranded No. 14 THHN or TFFN conductor from the pull box, through the loops and returning back to the pull box. Construct loops using continuous ⅜-inch conduit for No. 14 conductor or ¾-inch conduit for No. 12 conductor. Completely fill the conduit with hot rubberized asphalt or an approved flexible sealant to prevent incursion of moisture, and to set the turns of wire firmly in place.

Encase lead-in wires in a non-conductive 2,250 psi flex hose constructed with a seamless extruded polyester fiber braid reinforcement and a non-conductive, seamless extruded urethane non-perforated jacket. Fill the lead-in hose completely with hot rubberized asphalt or flexible sealant. Twist wires in all lead-ins a minimum of 2 turns per foot for the entire length of the lead-in. Attach lead-ins to loop heads with a schedule 80 CPVC tee and a CPVC adapter bushing. Supply loops with sufficient lead-in to reach adjacent pull boxes. Use a continuous conductor without splices throughout the entire loop and lead-in hose.

703.10 PEDESTRIAN PUSH BUTTONS

Furnish tamper-proof pedestrian push buttons using a piezo type switch meeting ADA requirements. The push button must be flush with the housing and be at least 2 inches in the smallest dimension. The push button housing must be weatherproof, and electrically insulated to prevent shock under all weather conditions. Furnish a dark olive-green housing back plate to fit the pole curvature and, when required, provide saddles to make a near fit. Furnish push button signs shown in the contract.

703.10.1 Accessible Pedestrian Signals (APS) (Tactile Push Buttons)

Furnish APS that include the pedestrian pushbutton and housing combination. The pushbutton must be in accordance with Subsection 703.10. The housing must have a locator tone to indicate the location of the button. The volume of the locator tone must be adjustable by digital means and must automatically adjust to ambient noise level. The volume over ambient noise level must be adjustable in increments of 5 decibels (dB). The button must have a raised arrow, which can be adjusted to point toward the appropriate crosswalk. The button and housing combination must also provide feedback that a call for service has been placed. The feedback must be in the form of a lit LED and an audible indication. The accessible signal must also provide vibro-tactile information, in the form of the button vibrating during the appropriate Walk signal. The pedestrian signals must operate without any additional equipment in the signal cabinet, or additional signal conductors from the cabinet.

When voice messaging is required, provide accessible pedestrian signal stations with custom voice messages that provide location information on a button push, and street crossing message when the appropriate walk signal is activated. The voice messages will be in the following format:

1. Voice on location (VOL): Wait to cross (Street to be crossed) at (Intersecting Street).
2. Walk Message: (Street name being crossed). Walk sign is on to cross (Street name to be crossed).

703.11 LUMINAIRES

Furnish and install luminaires and lamps meeting the contract requirements.

703.12 PHOTOELECTRIC CONTROLS

Furnish photoelectric control units of the twist-lock type.

Furnish units that turn on at 1.3 ± 0.5 foot candles, have a turn-on/off ratio in the range of 1:2 to 1:5, and are rated for a minimum of 1,000 watts at 120 volts.

Incorporate a time delay mechanism into the control preventing operation during brief light condition changes.

Provide a fail-safe that leaves the load on or becomes energized if the control fails.

703.13 RADIO ANTENNAS

703.13.1 Master Antenna

Furnish an omnidirectional antenna with the following specifications:

1. Frequency range of 890 MHz to 960 MHz.
2. Gain of 6 dBd.
3. Impedance of 50 ohms.
4. Termination with a type "N" connector, and
5. Wind survival rating of 125 mph.

703.13.2 Yagi Antenna

Furnish a yagi antenna for mounting on traffic signal poles as shown in the Detailed Drawings that meets the following specifications:

1. Frequency range of 896 MHz to 960 MHz.
2. Front to back ratio of 20 dB.
3. Nominal gain of 10 dBd; and
4. Bandwidth of 90 MHz.

Furnish an antenna that withstands wind speeds of 100 mph, plus a 1.3 gust factor. Construct the antenna of rust resistant, corrosive free materials. Provide an antenna that has ⅜-inch coaxial cable meeting Subsection 703.05.6 integrally attached by the manufacturer.

703.14 CLASS 4 TREATED TIMBER POLES

Furnish the pole length and place as specified in the contract.

Furnish ANSI Class 4 poles as specified in the contract. Pressure-treat poles in accordance with Subsection 706.04.1.

703.15 OVERHEIGHT DETECTOR

An overheight detector consists of a transmitter and receiver each mounted on an adjustable metal pole. Furnish detectors meeting the following requirements:

TABLE 703-4
OVERHEIGHT DETECTOR
Requirements

Operating voltage	115 AC ± 10%
Operating temperature range	−40 °F to 130 °F
Detector beam	infrared or visible-red LEDs
Alarm output adjustment	5 to 30 second duration

Ensure the detector can discern the vehicles direction of travel and is able to detect vehicles traveling between 2 mph and 90 mph.

The transmitter and receiver must mount on metal poles that permit adjusting the detector height from 10 to 16 feet.

SECTION 704
SIGNING MATERIALS

704.01 MATERIAL FOR SIGNS

704.01.1 Sheet Aluminum

Use aluminum alloy in accordance with the Aluminum Association alloy AA5052-H38 or AA6061-T6 requirements. Meet the sheet thickness requirements listed in Table 704-1.

TABLE 704-1
SINGLE POST MOUNTING

Sign Size Inches	Thickness Inches
Regulatory Series	**Without Back Bracing**
0 to 33 wide, inclusive	0.080
34 to 41 wide, inclusive	0.100
42 to 51 wide, inclusive	0.125
Warning Series Without Back Bracing	
30 x 30 or smaller	0.080
36 x 36	0.080
48 x 48	0.100)
60 x 60	0.125
Delineator Reflectors	
All sizes	0.063
All Signs With	**Back Bracing**
Maximum Back Brace Spacing	**Thickness Inches**
≤ 32	0.080
≤ 40	0.100
≤ 50	0.125

Use the sheet thickness shown in the regulatory series for the route marker series, using the widest point on the cut-out shield for the width dimension. Make all signs not listed above from 0.080-inch thick sheeting.

704.01.2 Aluminum Sheet Increment

Construct aluminum sheet increment signs using AA5052-H38 or AA 6061-T6 sheet aluminum (thickness in Subsection 704.01.1) fastened to an extruded T-section (AA6063-T6) back brace with $^{3}/_{16}$-inch blind rivets. Use the back brace and rivet spacing shown in the Detailed Drawings. Use extruded T-sections weighing a minimum 0.88 lb./lnft with a minimum moment of inertia about the neutral axis of 0.40 inches^4.

704.01.3 Aluminum and Steel Posts

A. General. Furnish posts meeting the contract requirements. Treat steel post field cuts and holes with one coat of metal primer and two coats of aluminum paint. Coat galvanized posts meeting AASHTO M 111 specifications.

B. Steel Posts.

1. **Structural Steel.** Furnish structural steel posts having a nominal weight exceeding 3 lb./ft meeting ASTM A36 requirements. Bid these posts as "steel structural sign posts". Paint the posts meeting the Detailed Drawing requirements.
2. **Steel U Sign Posts.** Furnish steel posts formed into a "flying U" shape meeting AASHTO M 281. Bid these posts as "steel U sign posts".
3. **Tubular Steel Posts.** Furnish round tubular steel posts meeting ASTM A53 Type E or S, Grade B requirements. Furnish square or rectangular tube posts meeting ASTM A500 or A501 requirements. Painted or galvanized posts are acceptable. Meet ASTM A123 requirements for galvanizing. Paint the posts in accordance with the Detailed Drawing.
4. **Square Tubular Steel Posts.** Ensure that all square tubular perforated, and non-perforated steel post telescoping devices meet the velocity change criteria of the current AASHTO Standard Specifications for Structural Supports for Highway Signs, Luminaires and Traffic Signals. Furnish square tubular steel sign posts, anchor posts, anchor sleeves, and splice sleeves meeting one of the following requirements:
   - **a.** ASTM A653 Grade A steel in 10 or 12 gauge having a 33,000-psi minimum yield strength and a 45,000-psi minimum tensile strength.
   - **b.** ASTM A570, steel in 12 or 14 gauge having a 60,000-psi minimum yield strength and a 75,000 minimum tensile strength. Use ASTM A307 Grade 2 bolts and nuts. Ensure the sign posts, sleeves, anchor posts, auxiliary fittings and anchor sleeves have $\frac{7}{16}$-inch diameter holes or knockouts on 1-inch centers on all four sides. The permissible pole straightness variation is $\frac{1}{16}$-inch in 3 feet with the corner radius being $\frac{5}{32}$-inch ± $\frac{1}{64}$-inch.

Coat the post with Type 2 aluminum paint at a minimum 0.75 oz/ft^2 of surface area, measured by triple spot testing under AASHTO T 213. Follow with a chromate conversion coating, and a thin acrylic or polymer resin film; or a triple coating of hot dipped zinc weighing 0.60 ± 0.15 oz/ft^2 in accordance with AASHTO M 120, followed by a chromate conversion coating 15 ± 5 micrograms per square inch, and a clear organic coating 0.2 ± 0.1 mils thick on the outside surface. Provide double in-line application of a full zinc-based organic coating
1.2 ± 0.6 mils thick tested in accordance with ASTM B117 on the inside surface.

C. Aluminum U Posts. Furnish aluminum posts made of AA6061-T6 alloy extruded to a U-channel in accordance with ASTM B209.

D. Breakaways.

1. **Structural and Tubular Steel.** Furnish frangible bolt devices and reduced section (or perforated) fuse plates. Use devices commercially manufactured and designed in accordance with AASHTO's current edition of Standard Specifications for Structural Steel Support for Highway Signs, Luminaires and Traffic Signals, crash tested and approved for use by FHWA.
2. **Square Tubular Steel Posts.** Furnish slip base breakaway devices in accordance with the Detailed Drawings. Ensure the breakaway device meets the velocity change criteria in accordance with AASHTO's current edition of Standard Specifications for Structural Steel Support for Highway Signs, Luminaires and Traffic Signals, for both single tube and telescoping installations.

704.01.4 Treated Wood Posts and Poles

Timber poles are specified by the top diameter. Meet Table 704-2 top diameter limits:

TABLE 704-2
TIMBER POLE - TOP DIAMETER LIMITS

Specified Top Diameter inch	Diameter Limits inch	
	Min.	Max.
3	3	4
4	4	5
5	5	6
6	6	7

Furnish posts and poles 10 feet in length or less free of crooks and sweeps greater than ¾-inch from the post centerline. The maximum offset from centerline for posts and poles longer than 10 feet is ¾-inch plus 1/16-inch per additional foot of length. The centerline is defined as a straight line from the center of the tip to the center of the butt. Gain and chamfer posts and poles in accordance with the Detailed Drawings. Perform all machining before treatment. Pressure-treat all timber posts and poles in accordance with Subsection 706.04, regardless of length.

Treat round posts and poles in accordance with AWPA Standards for Commodity specification B and use Category 4A, regardless of length. Supply round posts and poles meeting the AWPA minimum penetration requirements specified for natural posts and poles, with a penetration of at least ⅜-inch. Posts and poles must have sufficient sapwood to provide the ⅜-inch minimum penetration.

Gain each post and pole on the sign face at least 2 inches in width in accordance with the Detailed Drawings.

Use construction grade 2 x 4-inch (actual thickness), pressure treated in accordance with Subsection 706.04, in S4S for back bracing.

704.01.5 Overhead Structures

Furnish overhead sign structures in accordance with the most current AASHTO LRFD Standard Specifications for Structural Supports for Highway Signs, Luminaires and Traffic Signals, including fatigue requirements in Section 11.

Include fatigue design requirements for all sign structures in accordance with Table 704-3.

TABLE 704-3
SIGN STRUCTURE DESIGN REQUIREMENTS

Factor	Value
Design Wind	700 MRI basic wind speed (115 MPH)
Gust Factor Effect (G)	1.14
Height and Exposure Factor	Kz, where α =9.5; zg = 900 ft. for exposure C
Design Area	Design area with respect to max wind load is perpendicular to the structure.
Design Weight	Dead Load and ice
Fatigue Category	1

Include Galloping, Truck Induced Gusts (Use posted speed limit) and Natural Wind Gusts Design.

704.01.6 Concrete

Use Class General concrete in accordance with Section 551 for steel sign post foundations. Hand mixing is not allowed. Add an air entraining agent to all foundation concrete.

704.01.7 Retro-reflective Sheeting

Furnish ASTM D4956 Type XI retro-reflective sheeting for all signs.

A. Delineators. Furnish ASTM D4956 Type IV retro-reflective sheeting for all reflectors and panels.

B. Digitally Printed Signs. Digitally printed signs may be used if they meet the following requirements:

1. Submit the manufacturer's certificate of compliance a minimum of 14 calendar days prior to sign installation. The certification of compliance must certify that the equipment, materials, operators, and processes have been certified by the sheeting manufacturer.

2. Digitally printed ink systems must meet ASTM D4956 color standards.

3. Follow the sheeting manufacturer's quality control process during the manufacturing process.

4. Apply a clear UV protective overlay to the entire sign face. Ensure the overlaminate complies with the retroreflective sheeting manufacturer's recommendations.

5. Furnish black inks that are entirely opaque.

6. Furnish signs free of printing lines. Ensure inks are homogeneously applied.

7. Store, handle, and transport signs in accordance with the manufacturer's recommendations to prevent damage to the sign.

C. Letters - Direct Applied. Furnish letters, numerals, symbols, and borders from Type III sheeting, permanently adhered to the sign face reflective sheeting.

Apply the letters, numerals, symbols, and borders following the sheeting manufacturer's recommendations. Follow the size, series, and spacing in the FHWA's Standard Alphabets proportion and spacing requirements.

Use finished pieces that are clean cut, free of ragged borders.

D. Traffic Control. Furnish traffic control sheeting in accordance with ASTM retro-reflective sheeting on the traffic control devices specified in Table 704-4.

The following traffic control devices in the traffic control rate schedule require ASTM designated retro-reflective sheeting as specified. Provide orange sheeting that is fluorescent. All other sign colors need not be fluorescent:

TABLE 704-4
ASTM RETRO_REFLECTIVE SHEETING REQUIREMENTS

Traffic Control Rate Schedule Group No.	Specification	Type
1-15, 19, 25 (panel) and all other work zone sign faces (e.g., flag person paddles, pilot car signs, etc.)	ASTM D4956	XI, X, IX VIII, VII or VI
27, and all cones and tubular markers	ASTM D4956	III or V
17	ASTM D4956	IV or higher

Reflective sheeting may only be overlaid on reflective sheeting of the same color. Remove any existing legend prior to overlaying.

E. Acceptance. Submit manufacturer's certification that the retro-reflective sheeting used meets the designated ASTM type retro-reflective requirement specified.

The Department may take sheeting samples for analysis and testing. The Project Manager may visually compare the sheeting's diffuse day color in the field using standard color charts and test the signs retro-reflectivity using a retro-reflectometer.

Replace rejected material at Contractor expense.

704.01.8 Paint

Use paints in accordance with Section 710.

704.01.9 Hardware

A. Miscellaneous. Use bolts, washers, nuts, lock washers, incidental hardware, and angles for erecting aluminum sheet signs that are:

1. Galvanized in accordance with ASTM A153 or ASTM B633; or
2. Aluminum alloy in accordance with ASTM B211 for alloy 2024-T4.

B. Hinges. Use only non-rusting hardware of like material. When mounting on Aluminum sheeting for folding signs, use hinges that are:

1. Aluminum alloy in accordance with ASTM B211 for alloy 2024-T4; or
2. Stainless steel in accordance with ASTM A276.

704.02 FABRICATION OF SIGNS

704.02.1 Aluminum Signs

Provide a reflectorized sheet background. Clean rust, white rust, oil, and dirt from the aluminum sheeting. De-grease the sheeting using vapor or alkaline de-greasing agent following the de-greasing agent manufacturer's recommendations. De-grease, acid or alkaline etch, rinse, and dry the sheeting as recommended by the etching solution manufacturer.

Treat the etched sheeting with a light, tight adherent chromate conversion coating before applying the reflective sheeting. This coating must not leave a powdery residue and may leave a silvery iridescence to pale yellow appearance. Coat in accordance with ASTM B921 or B449, Class 2, 10 to 35 mg/ft^2. Hot air-dry the sheeting once coated. Apply and seal the reflectorized sheeting on the prepared aluminum sheeting following the reflective sheeting manufacturer's recommendations. Apply legends and borders in accordance with Subsection 704.01.7(B).

Color the blind rivet heads to match the sign face. Apply background material to the sheet aluminum before fabricating the sign. Butt the sheet increments together to produce a joint that meets the specified tolerances limits.

Do not use water to float the reflective sheeting or legends into place during fabrication.

704.02.2 Inspection and Acceptance

Completed signs will be inspected for acceptance. Signs will be rejected for defects including, but not limited to cracks, tears, splits, crazing, gouges and curled edges of background sheeting or legends.

704.03 FLEXIBLE DELINEATORS

Furnish flexible delineators listed on the QPL.

Flexible delineators must meet NCHRP 350 or Mash requirements. Delineator material must be impact resistant within a temperature range of −30 to +130 °F. Ensure the material from which the vertical tube post is fabricated flexes upon impact and results in little or no damage to impacting vehicles. Delineator must be ultra violet stabilized and resistant to ozone and hydrocarbons. Ensure the delineator design allows for quick and easy removal and replacement of delineator tube with only the use of common hand tools.

Ensure the delineator is flexible, self-erecting to original position and capable of withstanding numerous impacts from a direction without splitting, breaking or detachment from the base or the surface to which the base is attached.

Delineators must have a minimum height of 36 inches and width configuration that allows a minimum of 46.5 in^2 of retro-reflective sheeting to be affixed at the top of the post. Retro-reflective sheeting must be placed within the top 9 inches of the delineator. Ensure color, area and configuration of retro-reflective sheeting equals that required by the standard drawings for the type of delineator specified. Ensure the post color matches the attached sheeting.

Provide the mounting as specified in the contract.

A. Surface Mount Flexible Delineators. Ensure base material is flexible, high impact composite material with a maximum of 72 in^2 surface area and capable of being mechanically attached to the mounting surface.

B. Driveable Flexible Delineators. Ensure anchor is made of rigid materials and cannot collapse or buckle when driven into dense soil. Metallic materials must be galvanized. Ensure anchor is driveable with manual or common installation tools.

704.04 LINEAR DELINEATION SYSTEMS

Furnish a product that produces retro-reflection and high visibility across a very wide range of entrance and observation angles. Furnish a product that meets one of the following:

1. Fabricate the panels from Diamond Grade Reflective Sheeting, laminated onto a thin gauge of aluminum and formed to a unique shape, or

2. Bond an angular retro-reflective coating onto a structural substrate.

704.04.1 Concrete Barrier Rail.

Furnish panels that are a minimum 31 inches long and 6 inches high.

704.04.2 W-Beam Guardrail.

Furnish panels 26 to 36 inches long by 1½-inch wide.

SECTION 705
GUARDRAIL

705.01 GUARDRAIL

Furnish steel beam and cable guardrail materials in accordance with the contract.

Manufacturers of steel beam guardrail must be listed on the QPL.

705.01.1 Steel Beams and Fittings

Furnish steel beam guardrail in accordance with AASHTO M 180, Class A, Type 1 requirements. Supply rail in lengths that place the splices on posts. Shape rail to be erected on curve radii less than 150 feet before erecting.

Use ASTM A307 bolts with ASTM A563, Grade A or better nuts. Use ANSI B27.2, Type A plain steel washers.

Galvanize all bolts, nuts, washers, and fittings in accordance with ASTM A153 or B695 (Class 50).

Furnish rounded end sections, buffer sections, and terminal connectors in accordance with AASHTO M 180, Class B, Type 1.

705.01.2 Wood Posts and Blockouts

Furnish wood posts and blockouts made from Douglas fir, Hemlock, Ponderosa Pine, Spruce, Larch, Southern Yellow Pine, or Lodgepole pine. Furnish posts that are straight, sound, free from defects, and meet the dimensions specified in the contract.

Meet the Western Wood Products Association requirements or equivalent grading rules for No. 2 grading or better in accordance with ASTM D245.

Ensure the posts surfaces do not vary more than 1-inch from a straight line connecting the ends. Saw the wood posts before treating. Ensure the wood posts and blockouts are seasoned to accept the specified treatment in accordance with Subsection 705.03.1.

Other acceptable blockouts may be manufactured from recycled plastic or recycled plastic with wood fibers provided they meet the requirements of Subsection 606.03.1.

Use only one type of blockout in each run of guardrail.

705.01.3 Concrete Posts

Furnish precast concrete posts in accordance with the contract. Use Class General concrete or concrete of equal strength in accordance with Section 551. Manufacture, transport, and handle guardrail posts in accordance with Section 554. Use reinforcing steel in accordance with Section 711.

705.01.4 Lightweight Concrete Guardrail Posts

Lightweight aggregates may be used in manufacturing guardrail posts.

Produce both fine and coarse aggregates for lightweight concrete by expanding, calcining, or sintering blast furnace slag, clay, diatomite, shale, or slate.

Meet AASHTO M 195 aggregate requirements. Use separate fine and coarse aggregate. Use fine aggregate in the No. 4 to 0 size. Use coarse aggregate of either ¾-inch to No. 4 or ½-inch to No. 4.

Meet a minimum compressive strength of 3,000 psi (equal to Class General concrete) with a maximum absorption of 15% by volume and a maximum unit weight of 115 lb./ft^3. Aggregate pre-wetting may be required.

Use reinforcing steel in accordance with Section 711. Steel size and shape is specified in the contract.

The AASHTO M 195 Freeze-Thaw test is not required.

705.01.5 Steel Posts

Furnish steel posts for cable guardrail in accordance with the contract. Spot paint all bruised, broken, scaled, or damaged coating on steel posts with two coats of cold galvanizing compound following the paint manufacturer's recommendations.

Furnish minimum 6-foot long steel guardrail posts for steel beam guardrail.

Ensure that steel guardrail posts and associated hardware meets the AASHTO Guide to Standardized Highway Barrier Hardware (Task Force 13 Report).

705.01.6 Impact Attenuator

Furnish devices that meet MASH Test Level 3 standards or as shown in the contract.

Temporary Impact Attenuators must meet MASH crash test requirements.

705.02 WIRE ROPE AND CONNECTING HARDWARE

Furnish wire rope and hardware for cable guardrail in accordance with the contract.

705.03 WOOD TREATMENT AND PAINTING

705.03.1 Wood Treatment

Furnish wood posts and blocks pressure treated in accordance with Subsection 706.04.1 using commodity specification A with retention specifications from commodity specification B, use category 4B. Chamfer and perform other required framing and boring of bolt holes before post treating. Plug drill holes used for determining preservative penetration depth with tight fitting treated wood plugs.

705.03.2 Painting

Use paint and perform painting in accordance with the contract.

SECTION 706
TREATED AND UNTREATED TIMBER

706.01 STRUCTURAL TIMBER AND LUMBER

Furnish timbers and lumber being:

1. Standard sawn Douglas fir, larch, or southern yellow pine. Coastal and intermountain varieties of Douglas fir are allowed. See additional treatment requirements for intermountain Douglas fir in Subsection 706.04.2.
2. Graded under the current West Coast Lumber Standard Grading Rules or the Western Lumber Grading Rules.
3. Grade stamped by an American Lumber Standards certified inspection agency.

The recommended design values under the rules for grading timbers and lumber grades cannot be less than those shown in the contract for the required minimum timber stress.

Note the grade, the grading rule, and the recommended design stress value for that rule on the shop drawings for each size.

Use only pieces of sound wood free from all decay.

When untreated timber is specified, it must show at least 85% heartwood on the girth, measured where the least amount of heartwood occurs on any girth. When treated timber is specified, there are no heartwood requirements, and the sapwood amount is not limited.

706.02 RESERVED

706.03 POLES AND POSTS

Furnish the poles and posts in accordance with the contract.

706.04 TREATED TIMBER AND LUMBER

Furnish structural timber and lumber treated with a wood preservative specified as follows.

706.04.1 Treating

Furnish timber and lumber that is pressure treated meeting the preservative retention and penetration requirements found in AWPA Standards U1 and T1, Commodity Specification A, B or D, use category 4A, appropriate for the application of material.

Use one of the following preservatives:

1. Ammoniacal Copper Zinc Arsenate (ACZA) meeting AWPA Standard P22.
2. Chromated Copper Arsenate, Type C (CCA) meeting AWPA Standard P23.
3. Copper Naphthenate Solvent Type A (CuN) meeting AWPA Standard P36.
4. 5% by weight solution of Pentachlorophenol Solvent Type A (PCP-A) meeting AWPA Standards P35.
5. 4,5-Dichloro-2-N-Octyl-4-Isothiazolin-3-One (DCOI) meeting AWPA Standard P39.

Treated timber or lumber to receive paint must permit the paint to adhere to the treated surface without discoloration.

Meet AASHTO M 133 requirements for all preservatives and their sampling and testing methods.

Treat injuries, cuts, and holes in wood after treatment with 3 applications of ACZA or copper naphthenate solution containing a minimum of 2% copper metal meeting AWPA M4 requirements.

706.04.2 Incising

Mechanically incise timber and lumber as specified in Section 8 of Commodity Specification A, part 12 of AWPA Standard T1 having a nominal thickness of 2 inches or greater before treating.

Incise timber and lumber 3 inches thick or greater on all four sides. Incise timber and lumber less than 3 inches thick on the wide faces only, unless otherwise specified. Ensure incision depth and

pattern for all material are dense enough to achieve uniform depth of penetration as specified in Section 8 of Commodity Specification A, part 12 of AWPA standard T1.

Incise intermountain Douglas fir and treat to refusal with preservative. Meet retention requirements in AWPA standards listed in 706.04.1. Refusal is defined as maintaining pressure and temperature or increasing pressure and temperature, within a range that is good practice for the material being treated, until the quantity of preservative absorbed in each of any two consecutive half hours in not more than 2% of the amount already injected. 1½-inch center-matched material used for flumes, boxes, etc., does not need to be incised.

Ensure incised wood meets the penetration and retention requirements appropriate for the identified Use Category Commodity Specification.

706.04.3 Inspection

Wood products will be inspected in accordance with MT 404. Wood products with worm holes and any staining due to fungus will be inspected in the white. Moisture content of intermountain Douglas fir will also be inspected in the white. Provide the Department a minimum of 72 hours advanced notice for inspection in the white. Wood products must be traceable from inspection in the white to inspection of the treated product. If stain is present in the wood, use only material with blue stain. The correct moisture content for Intermountain Douglas Fir is 22% ± 2% and the method to obtain this moisture content is outlined in the AWPA standards.

The acceptance of any material or finished members by the Inspector does not prevent their rejection if found defective. Replace rejected material and work at Contractor expense.

SECTION 707
JOINT MATERIALS

707.01 JOINT FILLERS

707.01.1 Pavement

1. **Expansion Joint Filler.** Furnish expansion joint filler Type II cork in accordance with AASHTO M 153 or in accordance with ASTM D8139.
2. **Joint Sealing Material.** Furnish sealing material for all types of pavement joints that is a hot-poured thermoplastic rubber or rubber asphalt compound in accordance with ASTM D6690 Type IV and also having a resilience within the range from 30%-60%, furnished in one grade only. Use ready-mixed, cold applied joint fillers for sealing concrete pavement joints only with the Project Manager's prior written approval.

707.01.2 Concrete Structures Other than Pavement

1. **Expansion Joint Filler.** Furnish Type II cork pre-formed expansion joint filler in accordance with AASHTO M 153.
2. **Expansion Joint System.** Furnish expansion joint system in accordance with the contract.
3. **Silicone Joint Seal.** Furnish silicone joint seal in accordance with the contract.
4. **Fabric Reinforced Neoprene Joint Seal.** Furnish fabric reinforced neoprene joint seal in accordance with the contract.
5. **Expansion Joint Asphalt Plug.** Furnish expansion joint asphalt plug in accordance with the contract or in accordance with ASTM D8139.

707.01.3 Concrete Curbs, Gutters, and Sidewalks

Use preformed expansion joint filler for concrete curbs, gutters, and sidewalks in accordance with AASHTO M 213 or in accordance with ASTM D8139.

707.02 CULVERT SEALERS

707.02.1 Rubber Gaskets

Furnish ring gaskets in accordance with ASTM C1619.

707.02.2 Flexible Joint Sealers

Furnish flexible joint sealants in accordance with ASTM C990.

707.03 SHEET COPPER, RUBBER, AND PLASTIC WATERSTOPS

707.03.1 Sheet Copper

Furnish sheet copper for waterstops in accordance with ASTM B152 for copper sheet, strip, plate, and rolled bar, Type ETP with a nominal weight of 16 oz/ft^2 ± 8%.

707.03.2 Rubber

Furnish molded or extruded rubber waterstops having a uniform cross section, free from porosity or other defects, and meeting the nominal dimensions specified in the contract. An equivalent standard shape may be furnished if approved. The waterstop may be compounded from natural rubber, synthetic rubber, or a blend of the two, together with other materials that produce a finished waterstop in accordance with the contract. Reclaimed material cannot be used. Furnish a manufacturer's certificate showing the material composition and the values for the designated properties in Table 707-1. Furnish samples when requested.

TABLE 707-1
PROPERTIES AND TEST METHODS - FINISHED RUBBER WATERSTOP

Property	Federal Test Method Standard No. 601	Requirement
Hardness (shoredurometer)	3021	60 to 70
Compression set	3311	30% max.
Tensile strength	4111	2,500 psi min.
Elongation at breaking	4121	450% min.
Tensile stress at 300% elongation	4131	900 psi min.
Water absorption by weight	6631	5% max.
Tensile strength	7111	80% min. after aging original

707.03.3 Plastic

Furnish plastic waterstops manufactured from virgin PVC plastic or other material in accordance with Table 707-2.

TABLE 707-2
PROPERTIES AND TEST METHODS - FINISHED PLASTIC WATERSTOP

ASTM Standard	Property	Requirement
D2240	Hardness	78 ± 3
D638	Tensile strength, min.	2000 psi
D638	Ultimate elongation, min.	300%
D746 procedure B	Low temperature brittleness at −37 °C	no failure

Furnish for approval, a drawing or catalog cut of the waterstop intended for use, and a written certificate from the manufacturer that the waterstop meets the specifications.

SECTION 708
CONCRETE, PLASTIC, AND FIBER PIPE

708.01 REINFORCED CONCRETE PIPE

708.01.1 General

Use cement in reinforced concrete pipe in accordance with AASHTO M 85 for Portland cement.

Furnish reinforced concrete pipe and reinforced concrete boxes produced by a manufacturing plant listed on the QPL.

The bid tabulations specify only the span dimension to the nearest inch, of pipe arch culverts as shown in the Detailed Drawings for the culverts. The contract shows both span and rise dimensions.

The Department will inspect and approve the equipment and methods for manufacturing, protecting, curing, and storing pipe before fabrication.

Meet AASHTO M 55 requirements for reinforcement in circular or elliptical pipe.

Use Type V cement unless otherwise specified in the contract.

708.01.2 Circular Reinforced Concrete Culvert, Storm Drain, and Sewer Pipe

Furnish pipe in accordance with AASHTO M 170, except that part 12.4 does not apply. Use a minimum wall B pipe.

708.01.3 Reinforced Concrete Arch Culvert, Storm Drain, and Sewer Pipe

Furnish pipe in accordance with AASHTO M 206 with Class A-III pipe strength requirements.

708.01.4 Reinforced Concrete Elliptical Culvert, Storm Drain, and Sewer Pipe

Furnish pipe in accordance with AASHTO M 207.

708.01.5 Flared End Terminal Sections and Tee Risers

Furnish flared end terminal sections and the riser of tee sections in accordance with AASHTO M 170 Class III pipe.

708.02 CONCRETE PRESSURE PIPE

Furnish reinforced concrete low head pressure pipe in accordance with ASTM C361.

708.03 RESERVED

708.04 POROUS CONCRETE PIPE

Furnish porous concrete pipe in accordance with AASHTO M 176.

708.05 PVC GRAVITY PIPE

Furnish PVC pipe in accordance with ASTM D1784 and produced by a continuous extrusion process employing a prime grade of unplasticized polyvinyl chloride. Ensure the grade used is highly resistant to hydrogen sulfide, sulfuric acid, gasoline, oil, detergents, and other chemicals found in sewage and industrial wastes. Furnish perforated pipe in accordance with ASTM D2729.

Ensure each pipe length is marked with nominal size, PVC cell classification, ASTM designation and SDR, if applicable. Ensure pipe has a minimum SDR of 35.

With the exception of Schedule 40 or 80 PVC conduit, ensure each pipe length has a bell providing a watertight joint when jointing the bell and spigot with a rubber ring. Make joint using a rubber gasket compressed between the outer surface of the spigot and the inner surface of the bell. Ensure the joint is completely sealed by the gasket, providing a watertight joint under all service conditions, including expansion, contraction, settlement, and pipe deformation. Assemble the rubber ring joint according to manufacturer recommendation.

708.05.1 Schedule 40 or 80 PVC Conduit

For non-electrical conduit, furnish schedule 40 or 80 PVC pipe.

708.05.2 PSM PVC Pipe

Furnish PSM PVC pipe 4-inch through 15-inch nominal diameter gravity pipe in accordance with ASTM D3034.

708.05.3 Large diameter PVC Pipe

Furnish large diameter PVC pipe 18-inch through 48-inch in accordance with ASTM F679.

708.05.4 Profile Wall PVC

Furnish corrugated exterior with smooth wall interior profile wall PVC gravity pipe 4-inch through 36-inch nominal diameter in accordance with ASTM F949.

708.06 PVC PRESSURE WATER PIPE

708.06.1 Pressurized Water Pipe

Furnish pressure PVC water pipe 4-inch through 60-inch nominal diameter in accordance with AWWA Specification C-900.

Use DR 25 Class 165 pipe. Ensure pipe joints are bell and spigot and include an elastomeric gasket. Pipe sections must be marked with diameter, code designation, DR, pressure class, and AWWA specification. Ensure all pipe sections are installed with the markings facing up.

708.06.2 Pressurized Sewer Pipe

Furnish pressure PVC sewer pipe in accordance with ASTM D2241.

708.07 CORRUGATED POLYETHYLENE DRAINAGE PIPE

Furnish heavy duty corrugated polyethylene drainage pipe or tubing and fittings in accordance with AASHTO M 252 (Type S – non-perforated or Type SP – perforated) requirements for nominal diameters 3 through 10 inches and AASHTO M 294 for nominal diameters 12 through 48 inches.

708.08 HIGH DENSITY POLYETHYLENE PIPE

Furnish and install polyethylene pipe and fittings manufactured from a PE 3408, PE 3608, or PE 4710 resin in accordance with ASTM D3350. Molded and fabricated butt fusion fittings must meet ASTM D3261 and have at least the same pressure rating as the pipe.

708.08.1 Pressurized Polyethylene Pipe

Furnish pressure rated polyethylene pipe less than or equal to 2-inch diameter in accordance with ASTM D2737. Use a class 200 with a DR of 7 for polyethylene pipe.

708.08.2 Solid Wall Polyethylene Pipe

Furnish solid wall polyethylene pipe greater than 2-inch in diameter in accordance with ASTM F714.

SECTION 709
METAL PIPE

709.01 DUCTILE IRON AND STEEL WATER PIPE

709.01.1 Ductile Iron Pipe

Furnish ductile iron pipe in accordance with AWWA C 151 for the pipe class specified in the contract.

Use mechanical or slip-on joints in accordance with AWWA C 111 (ANSI A 21.11). Construct the joints to provide electrical conductivity using bronze shims, or gaskets with metallic shims molded into the gasket.

709.01.2 Steel Water Pipe

Furnish steel pipe in accordance with AWWA C 200 Standard for Water Pipe, 6 inches and larger.

Field weld joints and bends in accordance with AWWA C 206. Meet AWWA C 203 requirements for shop and field coatings.

709.02 CORRUGATED STEEL PIPE AND PIPE ARCHES

Furnish steel pipe formed from zinc-coated steel sheets in accordance with AASHTO M 218 that is lock seam helically corrugated pipe or continuously welded seam corrugated pipe.

A. Corrugated Steel Pipe and Pipe Arches. Furnish corrugated steel pipe and pipe arches and coupling bands in accordance with AASHTO M 36 (excluding projection bands under 9.1.3) and the following:

1. When pipe is cut and to be rejoined, matchmark cut pipe ends and rejoin the matching ends during installation.
2. 2.When using corrugated locking bands, re-roll the pipe ends to facilitate field jointing, and repair any coating damage caused by re-rolling. Complete the work and repairs in accordance with AASHTO M 36.

If flanges are provided on the pipe ends, the coupling may be made by interlocking the flanges with a preformed channel band or other band incorporating a locking channel in accordance with AASHTO M 36. These bands may be used only on pipes with diameters up to and including 36 inches.

The coupling bands or devices other than those specified in AASHTO M 36 require the Project Manager's approval before use.

B. Syphon and Irrigation Pipe. Meet the following additional requirements for syphon and irrigation pipe installations:

1. Use lock seam helically corrugated pipe, or welded seam helically corrugated pipe.
2. Continuously weld lock seams from end to end of each lock seam helically corrugated pipe section for syphon installations. Perform the welding after re-rolling the ends.
3. For irrigation installations using lock seam helically corrugated pipe, weld the lock seams as specified above or fabricate by inserting a $^{3}/_{16}$-inch diameter continuous rubber chord meeting pipe industry standards into the lock seam during fabrication, in accordance with AASHTO M 36; and
4. Construct watertight field joints. Make the connection using a 10½-inch wide "hugger" type band. Hugger bands must have O-ring gaskets. Lubricate and install gaskets and coupling bands following the manufacturer's recommendations.

The Project Manager may direct the fabricator to conduct a water-tightness test, witnessed by an Inspector, on the type or types of pipe and coupling devices to be furnished. Submit the test method for approval before testing. Alternate test methods may be required.

709.03 STEEL STRUCTURAL PLATE PIPE AND PIPE ARCHES

Use galvanized corrugated steel structural plates and fasteners for constructing pipe in accordance with AASHTO M 167.

Bevel the end plates of structural steel pipe plate arches as specified in the contract.

Meet AASHTO M 167 requirements for allowable tolerance in span and rise for pipe arches.

Submit a supplier's itemized statement of the plate sizes for each shipment for field inspection of the plates. Department inspection will include examining pipe for deficiencies in the lengths of sheets used and evidence of poor workmanship. Samples may be taken for chemical analysis and weight of spelter coating.

709.04 BITUMINOUS COATED CORRUGATED STEEL PIPE AND PIPE ARCHES, AND STEEL STRUCTURAL PLATE PIPE AND PIPE ARCHES

Meet AASHTO M 243 pipe coating requirements except as modified below:

- Clean and dry the surface to be coated before applying the bituminous coating. Apply coating with the ambient air temperature at least 50 °F and rising. Coat the full circumference of the pipes outside and the bottom up to one third of the vertical height of the pipes inside circumference. Provide a coat thickness of at least 0.05 inch.

709.05 PRE-COATED, GALVANIZED STEEL CULVERTS AND UNDERDRAINS

Furnish steel pipe formed from polymer-precoated steel sheet after zinc-coating in accordance with AASHTO M 246 that is lock seam helically corrugated pipe or continuously welded seam corrugated pipe.

Provide a minimum 0.010-inch polymer coating for both inside and outside surfaces in accordance with AASHTO M 246, Subsection 7.

Furnish polymer-precoated, corrugated steel pipe and steel arches and coupling bands in accordance with AASHTO M 245 (excluding polymer repair under Subsection 11.5). Repair damaged polymer coating in accordance with ASTM 762 Subsection 11. Meet the modifications to AASHTO M 36 specified in Subsection 709.02.

709.06 CORRUGATED STEEL PIPE FOR UNDERDRAINS

Furnish pipe and coupling bands in accordance with AASHTO M 36. The class of underdrain in AASHTO M 36 is the Contractor's option.

Furnish semi-circular underdrain and coupling bands in accordance with AASHTO M 36 and the Detailed Drawings. Furnish nuts, caps, screws, and other parts galvanized in accordance with ASTM A153 or B695 (Class 50). Furnish screens and caps for semicircular underdrains in accordance with the Detailed Drawings.

Furnish bituminous coated underdrains in accordance with AASHTO M 190. Nuts, bolts, and screens must not be coated.

709.07 CORRUGATED ALUMINUM PIPE AND PIPE ARCH CULVERTS

Furnish corrugated aluminum pipe and pipe arch culverts in accordance with AASHTO M 196, and the modifications to AASHTO M 36 specified in Subsection 709.02.

709.08 CORRUGATED ALUMINUM PIPE FOR UNDERDRAINS

Furnish corrugated aluminum pipe for underdrains in accordance with AASHTO M 196.

709.09 SEAMLESS STEEL PIPE

Furnish seamless steel pipe in accordance with ASTM A53.

709.10 COPPER PIPE

Furnish copper pipe and tube in accordance with ASTM B88, Type K.

709.11 RESERVED

709.12 TYPE II ALUMINIZED CORRUGATED STEEL PIPE

Furnish steel pipe formed from aluminum-coated (type II) steel sheet in accordance with AASHTO M 274 that is lock seam helically corrugated pipe or continuously welded seam corrugated pipe.

Furnish corrugated steel pipe and coupling bands in accordance with AASHTO M 36 (excluding projection bands under 9.1.3) and the modifications to AASHTO M 36 in Subsection 709.02.

SECTION 710
PAINTS

710.01 PIGMENTS, VEHICLES, AND THINNERS

Ensure all materials from which paints are made and formulated are in accordance with the following specifications:

Aluminum Pigments	ASTM D962
Black Synthetic Iron Oxide Pigment	ASTM D769
Bone Black Pigment	ASTM D210
Calcium Carbonate Pigments	ASTM D1199
Carbon Black Pigment	ASTM D561
Chrome Oxide Green Pigment	ASTM D263
Chrome Yellow and Chrome Orange Pigments	ASTM D211
Lampblack Pigments	ASTM D209
Liquid Paint Driers	ASTM D600
Magnesium Silicate Pigments	ASTM D605
Mica Pigment	ASTM D607
Ochre (Ferrous Earthy Pigments)	ASTM D85
Petroleum Spirits (Mineral Spirits)	ASTM D235
Raw and Burnt Sienna Pigments	ASTM D765
Raw and Burnt Umber Pigments	ASTM D763
Red and Brown Iron Oxide Pigments	ASTM D3722
Titanium Dioxide Pigments	ASTM D476
Yellow Iron Oxide Pigment-hydrated	ASTM D768
Zinc Dust (Pigment)	ASTM D520
Zinc Oxide Pigments	ASTM D79

710.02 PAINTS AND ENAMELS

A. General. Follow the paint manufacturer's recommendations including but not limited to storage, application, thinning, safety precautions, and film thickness unless otherwise specified.

Furnish all paints under this section free of lead, or zinc chromate unless specified.

Submit the manufacturer's MSDS. Supply the paint in the original container labeled with the manufacturer's name, address, paint type, formula identification, date of manufacture, and lot or batch number.

Paints for structural steel where multiple coats are applied must be produced by the same manufacturer. Provide the Project Manager certified test results from an independent testing facility showing the following paints supplied meet the applicable requirements.

B. Paints for Miscellaneous Metals. Use the following paints on metal unless otherwise specified.

1. Aluminum Epoxy Paint. Furnish aluminum epoxy paint that is a self-priming, two-component, high build, aluminum filled epoxy mastic. The paint must adhere to metal surfaces and existing painted surfaces when the surface is prepared following the paint manufacturer's recommendations.

Apply the coating following all the manufacturer's recommendations to produce a minimum 5 mil dry film thickness.

Meet Table 710-1 minimum paint composition requirements.

TABLE 710-1
ALUMINUM EPOXY PAINT COMPOSITION

Solids	90% ± 2% by volume (ASTM D2697)
Pigment	19% by volume
Vehicle	66% by volume
Percent non-volatile vehicle	74%
Nominal VOC	0.74 lb./gal

The mixed paint must weigh between 11 to 12 lb./gal when measured in accordance with ASTM D1475 at 75 ± 2 °F.

The mix ratio of the two components must be 1:1 by volume and have a minimum pot life of 4 hours at 75 °F when thinned following the manufacturer's recommendations.

2. **Epoxy Paint for Pipe Pile.** Furnish epoxy paint that is a two-component, self-priming epoxy coating in accordance with Table 710-2.

TABLE 710-2
EPOXY PAINT FOR PIPE PILE REQUIREMENTS

Drying Time at 75 °F To Touch To Cure	 2 hours max. 10 days max.
Pot Life at 70 °F	12 hours min.
Abrasion resistance ASTM D4060; CS-17 wheel, 1,000 Gram load, 1,000 cycles	170 mg loss, max.

Additional requirements:

a. **Salt Fog.** No blistering, cracking, or film delamination when tested in accordance with ASTM B117 for 1,500 hours; and

b. **Moisture Condensation Resistance.** No blistering, cracking, or film delamination when tested in accordance with ASTM D2247 for 1,000 hours at 100 °F.

3. **Equipment Enamel.** Furnish equipment enamel that is formulated using Federal Specification TT-E-489b, Class A, spray, or brush consistency in accordance with the contract. Match the appropriate color chip, available from the Materials Bureau. Meet the thinner requirements of Federal Specification TT-T306. Use at a maximum rate of 1 pint per gallon when required.

4. **White, Yellow, and Black Enamel.** Furnish water resistant enamels made from synthetic gums capable of brush application to vertical metal surfaces without running, streaking, or sagging.

   Meet Table 710-3 requirements.

TABLE 710-3
ENAMEL PAINT REQUIREMENTS

	White	Yellow	Black
Coarse particles and skins retained on No. 325 sieve, max.	0.50%	0.50%	0.50%
Nonvolatile matter, min.	85%	85%	85%
Dry to touch at 70 °F time in hours, max.	5	5	5
Dry hard at 70 °F time in hours, max.	24	24	24
Toughness, Kauri reduction test at 75 °F, min.	150%	150%	150%
Hiding power, ft^2/gal by Pfund cryptometer model E,	300	450	
Black plates, min.	(7.3)	(11)	

Meet federal test method standard No. 141C for whitening, dulling, or change in color, brushing, flowing, covering, and leveling properties.

The white enamel must be equal in brightness to rutile (Type IV) titanium dioxide pigment.

Yellow enamel must match standard color sample for D-2 yellow guardrail paint. Black enamel must be jet black and cover completely in one coat.

5. **Zinc Phosphate Paint.** Zinc phosphate paint may be used as a primer or finish coat unless otherwise specified. Provide the finish paint color specified in the contract and match the appropriate color chip, available upon request. The paint must:
   - **a.** Be well ground.
   - **b.** Show no skinning in a freshly opened, full can.
   - **c.** Not cake or settle in the container.
   - **d.** Readily break up with a paddle to a smooth, uniform consistency.
   - **e.** Brush easily, possess good leveling qualities; and
   - **f.** Dry to a hard uniform finish.

Meet Table 710-4 requirements.

TABLE 710-4
ZINC PHOSPHATE PAINT REQUIREMENTS

	Min.	Max.
Pigment[4]	56.5%	58.5%
Vehicle[5]	41.5%	43.5%
Pigment Composition:		
Zinc phosphate	60.0%	—
Titanium dioxide (Rutile)[6]	13.0%	—
Calcium carbonate	21.4%	—
Vehicle Composition:		
Alkyd phthalic resin (50% Solids)	52.4%	—
Raw linseed oil	26.2%	—
Mineral spirits	17.2%	—
Driers and additives	4.2%	—
Finished Paint:		
Consistency (Krebs-Stormer)[1]	70 KU	83 KU
Weight[2], lb./gal	12.6	—
Dry to touch[3]		8 hours
Dry to handle[3]		16 hours
Dry film thickness, mil	1.0	—

Notes: 1. By ASTM D562
2. By ASTM D1475
3. Federal Test Method Standards 141C Method 4061.2
4. Federal Test Method No. 141-Method 4021
5. Federal Test Method No. 141-Method 4051
6. ASTM D1394

710.02.1 Paint Coating Systems for New Structures

A. Inorganic Zinc Rich Primer. Meet AASHTO M 300 Type I or II requirements, excluding those in Section 4.7.

B. Intermediate Coat. Use a two-component polyamide epoxy in accordance with Table 710-5.

TABLE 710-5
STRUCTURES - INTERMEDIATE COAT REQUIREMENTS

Requirements	
Drying time @ 50 °F To touch Tack free cure	 4 hours max. 24 hours max. 14 days max.
Pot Life @ 50 °F	10 hours min.
Abrasion resistance (ASTM D4060, CS-17 wheel, 1,000 cycles)	224 mg max. loss
direct impact resistance	120 inch-pounds minimum

Additional requirements:

1. **Salt Fog.** No blistering, softening, cracking, or film delamination when tested in accordance with ASTM B117 for 1,000 hours; and
2. **Moisture Condensation Resistance.** No blistering, rusting or delamination when tested in accordance with ASTM D2247 for 1,000 hrs. at 100 °F.

C. Finish Coat. Provide urethane paint in accordance with Table 710-6.

TABLE 710-6
STRUCTURES - FINISH COAT REQUIREMENTS

Requirements	
Drying time @ 50 °F To touch Tack free cure	 10 hours max. 24 hours max. 14 days max.
Pot Life @ 50 °F	10 hours min.
Abrasion resistance (ASTM D4060, CS-17 wheel, 1,000 cycles)	224 mg max. loss
Impact resistance	120 inch-pounds minimum

Additional requirements:

1. **Salt Fog.** No blistering, softening, cracking, or film delamination when tested in accordance with ASTM B117 for 1,000 hours; and
2. **Moisture Condensation Resistance.** No blistering, rusting or delamination when tested in accordance with ASTM D2247 for 1,000 hours at 100 °F.

710.03 POWDER COATING PREQUALIFICATION AND CERTIFICATION

Provide certified test results of the tests shown in Table 710-7 for powder coated material. Submit certified test results and samples for approval. Only coatings approved are permitted to be used.

TABLE 710-7
CERTIFIED TEST RESULTS

Test Name	ASTM Designation	Specification Limits
Salt spray test	D1654 (B117)	rating number minimum 6 (from Table 1) after 1000 hours
Impact test	D2794	80 inch-pounds minimum
Cross hatch adhesion test	D3359	5A or 5B minimum
Hardness test	D3363	2H
Bend test	D522	180° bend ½-inch diameter mandrel with no breaks flaking or cracks
UV exposure	G154	1,000 hours no film failure
Thickness	D7091	3 mil minimum
Abrasion Taber Abraser	D4060	1,000 grams 1,000 cycles 100 mg maximum weight loss

Submit two 4 x 4-inch by 24-gauge coupons along with the test results of the coating material used. The coating must be representative of expected quality and color of coatings from a production line.

710.04 ANTI-GRAFFITI COATING-PERMANENT

Furnish a permanent, non-sacrificial siloxane-based anti-graffiti coating capable of withstanding multiple cleanings which is listed on the QPL. Coating must allow graffiti to be removed through the use of a water pressure washer and without detergents or chemicals. Product must be approved by the manufacturer for use on the intended material or surface and have a finished dry film thickness of not less than 6 mils. Remove any graffiti prior to application of an anti-graffiti coating. Prepare the substrate surface, apply, cure, and maintain coating in accordance with the manufacturer's recommendations.

710.05 PAINT COATING SYSTEMS FOR EXISTING STRUCTURES

Meet the requirements of NEPCOAT - Qualified Products List, for Protective Coatings for New and 100% Bare Existing Steel for Bridges, NEPCOAT System B - Organic zinc rich primer / Epoxy or Urethane intermediate / Aliphatic urethane finish.

710.06 OVERCOATING SYSTEMS FOR EXISITING STRUCTURES

Include a full penetrating sealer primer coat along with full coats of B. Intermediate coat and Finish coat from 710.02.1 Paint Coating Systems for New Structures. Submit coating manufacturer product data sheets for each coating within this system along with a letter stating that their system will be compatible with the existing system on the structure.

SECTION 711
REINFORCING STEEL, STRUCTURAL STEEL HARDWARE, AND MISCELLANEOUS STRUCTURE ITEMS

711.01 REINFORCING STEEL

711.01.1 Bar Reinforcing

Furnish the specified reinforcing steel in accordance with AASHTO M 31.

Furnish bar reinforcing from a source audited by the NTPEP Reinforcing Steel/Welded Wire Reinforcement Audit Program and listed on the QPL.

711.01.2 Epoxy-coated Reinforcing Bars

Furnish epoxy-coated reinforcing bars in accordance with ASTM A615 and the contract requirements. Epoxy-coating on reinforcing bars must be in accordance with ASTM A775 or ASTM A934.

Ensure the bars are coated by an applicator plant listed on the QPL and certified under the CRSI epoxy coating plant certification program for fusion-bonded epoxy applicator plants.

711.01.3 Wire and Wire Mesh

Furnish reinforcing wire and wire mesh for concrete in accordance with AASHTO M 336.

Furnish bar mats in accordance with AASHTO M 54. Furnish wire, wire mesh, and bar mats from a source audited by the NTPEP Reinforcing Steel/Welded Wire Reinforcement Audit Program and listed on the QPL.

711.02 STRUCTURAL STEEL

Furnish structural steel for:

1. Bridge superstructure applications in accordance with AASHTO M 270.

   Use material in accordance with Charpy V-notch impact test requirements for zone 3 to fabricate webs, flanges in tension or stress reversal zones, splice plates, w-shaped rolled beams.

   This requirement applies to diaphragms and diaphragm connection plates for horizontally curved girders.

2. Other applications in accordance with AASHTO M 270.

711.03 STRUCTURAL STEEL TUBING

Furnish structural steel tubing in accordance with ASTM A500, Grade B, for cold-formed welded seamless carbon steel structural tubing in rounds and shapes.

711.04 PINS AND ROLLERS

Furnish pins and rollers of annealed carbon steel forgings in accordance with AASHTO M 102, Class C requirements, or cold-finished carbon steel shaft in accordance with AASHTO M 169, Grades 1018 to 1030 inclusive. Fabricate pins and recessed pin nuts as detailed in the AISC Manual of Steel Construction.

711.05 WELDING ELECTRODES

Use welding electrodes in accordance with AWS, AASHTO, and the contract.

711.06 HIGH TENSILE STRENGTH BOLTS

Furnish high strength bolts for structural steel joints in accordance with ASTM F3125 Grades A325 (Type 1 or 3), or A490 (Type 1 or 3) as specified in the contract.

A. **Tension Control Bolts.** Meet the requirements of ASTM F3125 Grade F1852 when substituting tension control bolt assemblies for Grade A325 bolts. Meet the requirements of

ASTM F3125 Grade F2280 when substituting tension control bolt assemblies for Grade A490 bolts.

B. Nuts. Furnish heavy hex nuts for high strength bolts in accordance with Table 711-1.

TABLE 711-1
HEAVY HEX NUTS

Bolt Type		Heavy Hex Nut ASTM A563
ASTM A325	Type 1-plain	Grade C, C3, D, DH, DH3
	Type 1-galvanized	DH
	Type 3	Grade C3, DH3
ASTM A490	Type 1	Grade DH, DH3
	Type 3	Grade DH3

Notes: • Plain heavy hex nuts Grades C, C3 and D must have a minimum hardness of 89 HRB.
• A194 Grade 2H may be substituted for A563 Grade DH.
• When galvanized fasteners are specified, furnish assemblies manufactured and lubricated with a visible dye, so a visual check verifies the lubricant's presence at installation.

C. Hardened Washers. Furnish washers for bolts in accordance with ASTM F436. Washers are to be circular, beveled or extra thick as required in the contract. Washers must have the same surface condition and weathering characteristics as the bolts specified in the contract.

D. Direct Tension Indicators. Furnish direct tension indicators in accordance with ASTM F959. Galvanize DTI's by mechanical deposition in accordance with ASTM B695 Class 55. Hot dip galvanizing is not allowed.

E. Galvanized High Strength Bolts. Hot dip galvanize Grade A325 bolts and hardware in accordance with ASTM F2329. Hot dip galvanizing Grade A490 bolts is not allowed.

Testing for failure and additional rotation will be done in accordance with MT 601.

711.07 BOLTS AND NUTS

Furnish bolts, threaded rod, and nuts in accordance with ASTM A307 Grade A requirements.

711.08 GALVANIZED METAL

Furnish galvanized ferrous metal products in accordance with AASHTO M 111, or when applicable, meeting ASTM B695 (Class 50) requirements.

711.09 WELDED STUD SHEAR CONNECTORS

Furnish shear connector studs in accordance with AWS D1.5 Section 7 specification for Stud Welding and the contract.

711.10 STEEL PILING

711.10.1 Structural Steel Piles

Furnish new steel "H" piles, melted, and manufactured in the USA, in accordance with AASHTO M 270 Grade 345 MPa and the contract.

711.10.2 Steel Pipe Piles

Furnish new steel pipe piles, melted, and manufactured in the USA, in accordance with ASTM A252, Grade 2 with a minimum yield strength of 45 ksi. Steel pipe diameter and wall thickness is specified in the contract.

711.11 PRESTRESSING STEEL

Furnish prestressing steel in accordance with ASTM A416.

711.12 CASTINGS

711.12.1 Steel Castings for Highway Bridges

Furnish castings in accordance with ASTM A148.

711.12.2 Chromium Alloy Steel Castings

Furnish castings made from Grade CA-15 in accordance with AASHTO M 163.

711.12.3 Drainage Structure Castings

Furnish structural drainage castings in accordance with the Detailed Drawings and AASHTO M 306 - HS-20.

711.13 BEARING ASSEMBLY ANCHOR BOLTS FOR BRIDGES

Furnish anchor bolts sized in accordance with AASHTO M 314.

711.14 ELASTOMERIC BEARING DEVICES

Furnish elastomeric bearings listed on the QPL, and in accordance with AASHTO M 251 and the contract. For reinforced elastomeric devices, furnish steel laminates in accordance with AASHTO M 270 Grade 36 or ASTM A1011.

711.15 COMPRESSION JOINT SEALS

Furnish preformed elastic joint seals in accordance with the open cell compression seal requirements of ASTM D3542 and the contract.

Furnish joint seals that accommodate the design movement specified in the contract and follow the manufacturers recommended installation width.

Use the seal manufacturer's recommended adhesive lubricant for seal installation. Use Lubricant in accordance with ASTM D4070.

Furnish a minimum 3-foot long seal sample taken from each size and type furnished on the project. Order the seals 3 feet longer than required for the installation. Submit the manufacturer's certificate of compliance in accordance with Subsection 106.03, attesting that the material meets specifications.

Obtain the Project Manager's approval of all joint seals before installation.

Install the seals following the manufacturer's recommendations. Do not field splice seals.

Furnish and install the seals, including these costs in the bid price for structural steel.

711.16 FIBER REINFORCED PADS

Furnish vulcanized rubber-fiber pads made from new un-vulcanized rubber and synthetic fibers. Each component must make up 50% of the pads weight.

The pad surface must have:

1. A standard rubber hardness of 80 ± 5 Shore A durometer.
2. An ultimate compressive breakdown strength of at least 7,000 psi; and
3. A minimum and maximum pad thickness of 1/16-inch and 1/8-inch, respectively.

Submit the manufacturer's certification that the pads meet these specifications. A copy of the certification must accompany the shipment to the project. Pads not meeting these requirements will be rejected.

Fiber reinforced pads are incidental to and included in payment for other structural steel work.

711.17 METAL BIN-TYPE RETAINING WALLS

Furnish metal bin-type retaining walls in accordance with the contract.

Furnish the necessary bolts and appurtenances for complete assembly of the members into a continuous closed-face wall of connected bins.

Ensure the base metal and spelter coating are in accordance with AASHTO M 218. Use galvanized bolts, nuts, washers, and other hardware in accordance with ASTM A153 or B695 (Class 50, Type I).

Ensure all members are fabricated so units of the same nominal size are fully interchangeable. Do not drill, punch, or drift holes to correct defects in manufacture. Replace members having improperly punched holes at Contractor expense.

Remove and replace damaged members or members with damaged or broken spelter at Contractor expense.

Meet the applicable treatment and handling requirements for bituminous-coated steel structural plate pipe and pipe arches under Section 709 when handling bituminous-treated walls. Repair broken or damaged bituminous coating at Contractor expense.

711.18 MECHANICAL REBAR CONNECTORS

Furnish any type mechanical connector meeting a yield strength minimum of 125% of the reinforcement and be of a type commonly used and readily available. Splice reinforcement with mechanical connectors of the same material properties and finish.

Submit the product data sheet for the proposed type of connector with the specified performance criteria prior to installation.

711.19 METRIC PLATE SUBSTITUTION

Substituting standard inch-sized steel plate for metric steel plate is allowed. This applies to AASHTO M 270 Grade 250 steel plate used in the following applications:

1. Bridge rail
2. Pre-stressed concrete beams
3. Bridge guard angles
4. Bridge pier protection anchors and plates
5. Fixed shoe bearing devices

This does not apply to AASHTO M 270 Grades 345 through 690.

Show the metric plate thickness and add a table to the shop drawings similar to Table 711-2.

TABLE 711-2
STEEL PLATE SUBSTITUTIONS

Plate Thickness (inch)	Allowable Substitute Plate Thickness (mm)
⅛[1]	3
3⁄16	5
¼	5 or 6
5⁄16	8
⅜	10
½	12 or 13
⅝	16
¾	19 or 20
⅞	22
1	25
1¼	30
1½	38 or 40

Note: 1. 10-gauge ASTM A1011 sheet may also be substituted for ⅛-inch shim plates.

711.20 POLYTETRAFLUOROETHYLENE (PTFE)

Furnish PTFE resin in accordance with ASTM D4894 and ASTM D4895 requirements. Use PTFE sheets consisting of pure PTFE resin, molded by pressure and heat, and skived into sheets of 1⁄16-inch thick. Finished sheets must conform to the properties listed in Table 711-3.

TABLE 711-3
PTFE SHEET PROPERTIES

ASTM Test	Physical Property	Requirement
D 4894	Tensile Strength	2800 psi
D 4895	Tensile Elongation	200%

Furnish stainless steel sheets, if applicable, in accordance with ASTM A167 or ASTM A240 Type 304.

SECTION 712
FENCING MATERIALS

712.01 CHAIN LINK FENCE

712.01.1 General

Meet AASHTO M 181 requirements, as modified herein. Use one of the following fence fabrics, as specified in the contract:

- Type 1 Class C zinc-coated steel
- Type 2 aluminum-coated steel
- Type 3 aluminum alloy

Zinc-5% aluminum-mischmetal alloy in accordance with ASTM B750 may be substituted for zinc coating (hot-dipped) at a Class 2, or 1.0 oz/ft^2, coating thickness as specified by ASTM F1345.

Use zinc-coated steel for all Type 1 and Type 2 fabric fence parts: including posts, rails, gate frames, expansion sleeves, wire ties, fabric ties, hog rings, tension wire, miscellaneous fittings, and hardware. Use aluminum alloy for these same Type 3 fabric fence parts. Use either zinc-coated steel or aluminum alloy for these Type 4 fabric fence parts.

712.01.2 Fence Fabric

Furnish fence fabric having 2-inch openings and in accordance with AASHTO M 181. Use 11-gauge wire for fabric 48 inches high and under. Use 9-gauge wire for fabric 60 inches high and over. The fabric height is specified in the contract.

712.01.3 Posts, Rails, and Braces

Meet ASTM F1043 and the contract length requirements. Furnish all posts with a watertight cap that fits securely over the outside post top and supports the top rail.

712.01.4 Truss Rods

Furnish ⅜-inch truss rods as follows:

1. **Steel.** galvanized with dropforged turnbuckles or other approved type of adjustment.
2. **Aluminum.** with cast aluminum turnbuckles or other approved type of adjustment.

712.01.5 Fabric Bands and Stretcher Bars

Furnish bands as follows:

1. **Steel.** a minimum ⅛-inch thick x 1-inch wide.
2. **Aluminum.** a minimum ⅛-inch thick x ⅞-inch wide.

   Furnish aluminum or steel stretcher bars as follows:

   - A minimum ¼-inch thick x ¾-inch wide.
   - At least 2 inches shorter than the fabric width used.

712.01.6 Tie Wire

Furnish 9-gauge galvanized steel tie wire in accordance with AASHTO M 279. Furnish 11-gauge; Class 1 galvanized steel hog ring fasteners in accordance with AASHTO M 279.

Furnish 9-gauge aluminum tie wire in accordance with ASTM B211 Alloy 1100, Temper H14. Furnish minimum 11-gauge aluminum hog ring fasteners in accordance with ASTM B211, Alloy 6061.

712.01.7 Tension Wire

Furnish 7-gauge galvanized coiled spring steel tension wire. Meet AASHTO M 279, Class 1 galvanizing requirements.

Furnish 6-gauge aluminum tension wire in accordance with ASTM B211, Alloy 6061, Temper T 94.

712.01.8 Gates

Furnish gates complete with all necessary hinges, latch, and drop-bar locking device for the type of gate and gateposts specified. Weld in accordance with Section 624.

A. Steel Gates. Construct gate frames from steel sections in accordance with ASTM F900. The gate frame corners may be welded or fastened and reinforced with galvanized malleable-iron fittings designed for this use.

Use chain link fabric for gate frames in accordance with Subsection 712.01.2 and match the fabric used in the fence.

B. Aluminum Gates. Construct gate frames from aluminum sections in accordance with ASTM F900. Assemble the gates frames by welding.

Use aluminum alloy cast hinges in accordance with ASTM B108 or B26 or made of malleable iron or steel and hot-dip galvanized or mechanically galvanized in accordance with ASTM B695 (Class 50). Make all latches, stops, and keepers of the aluminum alloy specified for hinges or use galvanized malleable iron or pressed steel.

Use chain link fabric for the gate frame in accordance with Subsection 712.01.2 and matching the fabric used in the fence.

712.02 WIRE FENCE

712.02.1 Woven Wire

Furnish woven wire in accordance with AASHTO M 279 and either of Table 712-1 designations.

TABLE 712-1
WOVEN WIRE REQUIREMENTS

Specification	Grade	Design Number	Metallic Coating
AASHTO M 279	No. 12½ Grade 60	832-6-12 ½[1]	Type Z, Class 1 or Type ZA, Class 20
AASHTO M 279	No. 14 Grade 125	832-6-14*	Type Z, Class 3 or Type ZA, Class 40

Note: 1. For use with Type C fence.

Provide a 6-inch stay spacing. Match the fence height and mesh dimensions of the fence being replaced if not specified.

712.02.2 Barbed Wire

Use 2-point 12½ or 13½-gauge barbed wire in accordance with AASHTO M 280. Space barbs at a 4-inch nominal or a 5-inch nominal spacing. Provide the Project Manager certification that the wire is in accordance with AASHTO M 280.

712.02.3 Brace Wire

Use 9 or 12½-gauge soft, smooth wire.

712.02.4 Staples and Nails.

Use minimum 9-gauge U-shaped, 1¾-inch long staples unless otherwise specified in the contract.

712.02.5 Tie Wires

Use minimum 12½-gauge galvanized tie wire. Commercial galvanized fasteners supplied with the wire may be used if approved by the Project Manager.

712.02.6 Metal Fence Stays

Use commercially made and fabricated metal fence stays from 9½-gauge wire twisted to form a two-wire unit.

712.02.7 Metal Posts and Assemblies

Furnish metal fence posts and assemblies in accordance with AASHTO M 281, modified as follows:

- Section 7 and Tables 3 and 4 of AASHTO M 281 apply to finished posts and assemblies after fabrication, punching, drilling, and finish coating.

Galvanize or paint posts, braces, and anchor plates. Meet AASHTO M 111 galvanizing requirements. Furnish nuts, bolts, fittings, and other hardware in accordance with ASTM A153 or B695 (Class 50) galvanizing. Paint following the paint manufacturer's recommendations.

Furnish fence posts and braces of the lengths shown in Table 712-2.

TABLE 712-2
POST LENGTHS

Post Type	Braces, Brace Rails And Panel Posts	Line Posts
Metal	--	6 feet - 6 inch
Wood	8 feet	7 feet

Use Tee, Channel, U, or Y bar section line posts with corrugations, knobs, notches, holes, or studs placed to engage the fence line wires.

Attach a steel anchor plate to each line post so that the anchor top is 2 to 3 inches below ground line when the post is set to the specified depth.

712.02.8 Wood Fence Posts and Brace Rails

A. General. Make fence posts and brace rails from well-seasoned, sound, and straight-grained western larch, lodgepole pine, ponderosa pine, southern yellow pine, or Douglas fir. Remove all bark from the posts.

Taper round posts, to be driven, from 6 to 12 inches up from the bottom to a 1 ± ½-inch point. Bevel the edges of post tops to produce a flat surface with a diameter 1 ± ½-inch less than post diameter. These taper lengths are included in the specified post lengths. Perform all machining before treatment.

Furnish posts and rails 10 feet in length or less free of crooks and sweeps greater than ¾-inch from the post centerline. The maximum offset from centerline for posts and rails longer than 10 feet is ¾ plus $\frac{1}{16}$-inch per additional foot of length. The centerline is defined as a straight line from the center of the tip to the center of the butt.

Treat round posts and rails meeting AWPA Standards for Commodity Specification B and Use Category 4A. Supply round posts and rails meeting the AWPA minimum penetration requirements specified for natural posts, with a penetration of at least ⅜-inch. Posts and rails must have sufficient sapwood to provide the ⅜-inch minimum penetration. Treat the S4S post in accordance with Subsection 706.04.

Treat injuries, cuts, and holes in timber posts after treatment in accordance with Subsection 706.04.

B. Line Posts. Furnish line posts and brace rails from a minimum 4-inch diameter round, or a minimum 4 x 4-inch square sawn. Furnish corner, end, gate, and pull posts from a minimum 5-inch diameter round post or a 5 x 5-inch square sawn post.

712.02.9 Metal Gates

Furnish each gate complete with hinges, latch, and all other hardware used with the type of gate and gate post specified.

712.02.10 Gates for Interstate Fence

Use plain-top single-drive metal gates of tubular steel frame with wire fabric filler. Fit the gate to the opening between the gate posts of the approximate widths shown in the Detailed Drawings.

Provide a centered steel upright brace for gates for openings of less than 14 feet, two upright steel braces at third points for gates for openings of 14 feet or greater.

Fill the metal gates with galvanized wire fabric securely fastened to the top, bottom, ends of the gate frame.

Use fabric in accordance with Subsection 712.02.1, Class 1 or better.

The approximate weight of the gate frames (less fabric) must meet Table 712-3 requirements.

TABLE 712-3
APPROXIMATE GATE FRAME WEIGHTS

Width of Opening	Approximate Wt[1]
8 feet	48 pounds
10 feet	55 pounds
12 feet	62 pounds)
14 feet	72 pounds
16 feet	80 pounds

Note: 1. Heavier gates will be permitted if they meet all other requirements.

712.02.11 Gates for Farm Fence

Furnish farm fence gates in accordance with the Detailed Drawings and contract.

712.02.12 Deadman or Anchor

Furnish deadman and anchor(s) in accordance with the Detailed Drawing.

712.02.13 Miscellaneous

Bolts, nuts, fittings, hinges, and all other metal parts for constructing fences and gates must be galvanized in accordance with ASTM specifications.

SECTION 713
MISCELLANEOUS MATERIALS

713.01 WATER

Furnish water for mixing and curing in accordance with AASHTO M 157, 4.1.4. Known potable water may be used without testing.

Use irrigation quality water for irrigating trees, plants, and seeded areas, free of elements harmful to plant growth.

713.02 HYDRATED LIME

Furnish hydrated lime in accordance with AASHTO M 303.

713.03 CHLORIDES

A. Magnesium Chloride. Furnish liquid magnesium chloride in accordance with Table 713-1. Products will be tested as received in accordance with MT 502.

TABLE 713-1
LIQUID MAGNESIUM CHLORIDE REQUIREMENTS

Alkali chlorides	≤5.0% by mass NaCl
Arsenic	≤5.0 mg/Kg
Assay	≥28.5% MgCl2 by mass
Barium	≤100.0 mg/Kg
Cadmium	≤0.2 mg/Kg
Chromium	≤1.0mg/Kg
Copper	≤1.0 mg/Kg
Cyanide	≤0.20 mg/Kg
Lead	≤1.0 mg/Kg
Magnesium hydroxide	≤0.2% by mass Mg(OH)2
Mercury	≤0.05 mg/Kg
Phosphorous	≤2500.0 mg/Kg
Selenium	≤5.0 mg/Kg
Settleable solids	≤1.0%
Sulfate	≤3.0% by mass SO4
Zinc	≤10.00 mg/Kg

B. Calcium Chloride.

1. Furnish liquid calcium chloride in accordance with Table 713-2. Products will be tested as received in accordance with MT 502.

2. Furnish dry calcium chloride in accordance with Table 713-2 and ASTM D98 Type S.

TABLE 713-2
LIQUID CALCIUM CHLORIDE REQUIREMENTS

Alkali chlorides	≤6.0% by mass NaCl
Arsenic	≤5.0 mg/Kg
Assay	≥30.0% CaCl2 by Mass
Barium	≤100.0 mg/Kg
Cadmium	≤0.2 mg/Kg
Calcium hydroxide	≤0.2% by mass Mg(OH)2
Chromium	≤1.0mg/Kg
Copper	≤1.0 mg/Kg
Cyanide	≤0.20 mg/Kg
Lead	≤1.0 mg/Kg
Magnesium	≤0.5% by mass MgCl2
Mercury	≤0.05 mg/Kg
Phosphorous	≤2500.0 mg/Kg
Selenium	≤5.0 mg/Kg
Settleable solids	≤1.0%
Zinc	≤10.00 mg/Kg

713.04 CEMENT GROUT

Produce grout consisting of 1 part cement to 3 parts of sand thoroughly mixed with water to produce a uniform thick mortar. Use mortar within 30 minutes of adding water. Mortar cannot be re-tempered.

Use sand for mortar in accordance with Subsection 701.01.1 and Table 713-3 gradation.

TABLE 713-3
MORTAR SAND GRADATION REQUIREMENTS
Percentage By Weight Passing Square Mesh Sieves

Sieve Size	% Passing
No. 4	100
No. 8	90-100
No. 16	60-90
No. 50	15-40
No. 100	0-10

713.05 TOPSOIL

Furnish topsoil meeting Table 713-4 gradation requirements.

TABLE 713-4
TOPSOIL GRADATION REQUIREMENTS

Fraction	Particle Size (mm)	Max. % Of Soil (-10 Mesh) Fraction
Sand	0.05-2.0	85
Silt	0.005-0.05	80
Clay	less than 0.005	50
Gravel	larger than 2.0	max. % of total sample[1]

Note: 1. A maximum of 20% is allowable. Any quantity exceeding 10% is not included in the basis for payment. Gradation is tested in accordance with AASHTO T 88.

Meet the following:

1. Soil pH between 5.5 and 8.0 or up to 8.5 if the exchangeable sodium is less than 10%.
2. Soil electrical conductivity less than 4.0 dS/m or up to 4.5 dS/m if the exchangeable sodium is less than 10%: and
3. Organic content between 2% and 10%. When landscape grade topsoil is specified, ensure organic content is between 5% and 10%.

Topsoil is sampled and tested in accordance with MT 601.

713.06 WEED CONTROL MAT

Furnish Weed Control Mats listed on the QPL. Furnish a machine woven weed control mat composed of synthetic polypropylene or polyolefin fibers. Meet the requirements in Table 713-5.

TABLE 713-5
WEED CONTROL MAT

Property	Value	Test Method
Average weight	minimum 4 oz/yd^2	ASTM D3776
Water permeability	10-15 gal/min/ft^2	ASTM D4491
UV stability (minimum % tensile retention)	70%	ASTM D4355 (2,500-hour exposure)
Grab tensile strength	Machine Direction:80 lbs. minimum Cross Machine Direction: 50 lbs. minimum	ASTM D4632

713.07 RESERVED

713.08 SEED

Furnish all seed that meets and is labeled under Montana Seed Law and meeting the contract requirements.

Furnish seed originating from the North American Continent above 41 degrees latitude. Submit written request for waivers of the above requirements to the Project Manager who will work with the Department Agronomist. Do not furnish seed, grown or originating, from production fields outside of North America.

Furnish seed free of prohibited noxious weed seed with restricted weed seed not exceeding Montana Seed Law.

Wet, moldy, or otherwise damaged seed will be rejected.

Calculations of "pure live seed" may be made based on either a germination test or a tetrazolium test, in addition to the purity analysis.

Submit a purity analysis and germination test of the seed proposed for use. A germination test must have been performed within 12 months of the seeding date.

Apply seed on a "pure live seed" basis. The quantity of "pure live seed" per 100 pounds of seed is determined as follows:

$$\%\ \text{Pure Live Seed} = (\text{Germination}\ \% \times \text{Purity} \times 100)$$

$$\text{Bulk Seed Needed} = \frac{\text{Total lbs. Pure Live Seed Required}}{(\%\ \text{Pure Live Seed} \times 100)}$$

Submit a written notification of the seed source and the approximate date the seeding is planned to begin. Do not begin seeding until the germination and purity test results are known and a Department seed blend report is submitted to the Project Manager.

Store all seed under weather-proof cover until time of seeding. Seed bags exposed to rain or snow will be rejected.

713.08.1 Reclamation Seed

Furnish reclamation seed from suppliers listed on the QPL.

713.08.2 Landscaping Seed

Seed used for landscaping is not required to be on the QPL.

713.09 FERTILIZER

Furnish fertilizer in accordance with all applicable laws, rules, and regulations. Submit the product data sheet upon delivery. Contaminated or damaged fertilizer will be rejected.

713.10 MULCH

Furnish mulch listed on the QPL, and in accordance with the contract and Subsection 208.03.5.

713.10.1 Vegetative Mulch

Vegetative mulch is dried cereal grain or oilseed crop straw, cornfield residue, or grass hay with the majority of stems and leaves at least 4 inches in length.

Mulch will be rejected for any of the following reasons:

- Chopped or ground mulch.
- Mulch that is musty, moldy, rotted, or contains noxious weed or grass seed-bearing stalks.
- Mulch containing stones, dirt, roots, stumps, and other foreign material; or
- Harvested or stored for over 2 years.

713.10.2 Hydraulic Mulch and Hydraulic Soil Amendments

The contract will specify the rate, type and formulation of hydraulically applied materials to be used. All hydraulic mulch and soil amendments are to be pre-packaged by the manufacturer. All materials must be 100% biodegradable, plastic-free, non-toxic and weed seed free. The products may be colored with a water-soluble, nontoxic dye to aid visual metering during application.

Hydraulic mulch forms a homogeneous slurry when combined with water, tackifiers, fertilizer, and other specified additives and remains uniformly suspended under agitation. Mulch is applied to produce a uniform mat-like cover on the seeded ground, forming a protective layer which controls erosion and allows for plant growth. Large-scale, third-party testing of products is required for acceptance on the QPL.

A. Fiber Mulch. Hydraulic mulch is specially manufactured and prepared fibers, usually consisting of wood or straw, with a functional longevity of at least 3 months.

B. High Performance Mulch.

1. **Bonded Fiber Matrix.** Bonded fiber matrix consists of a continuous layer of elongated fiber strands held together by a water-resistant bonding agent containing fiber, natural

binder and activators. The product is applied using hydraulic seeding equipment and meets the requirements of Table 713-6.

2. **Fiber Reinforced Matrix.** Fiber reinforced matrix consists of thermally processed fiber, cross-linked hydrocolloidal polymer tackifiers, and activators. The product is applied using hydraulic seeding equipment and meets the requirements of Table 713-6.

C. **Engineered Soil Amendments.** Hydraulically applied soil amendments are pre-packaged blends of natural fibers and other biologic materials designed to improve or replace poor or depleted soils. Soil building components may include biopolymers, biochar, seaweed, peat moss, humic acid and beneficial bacteria and meet the requirements of Table 713-7.

TABLE 713-6
PERFORMANCE REQUIREMENTS FOR BONDED FIBER MATRIX AND FIBER REINFORCED MATRIX HIGH PERFORMANCE MULCH

PROPERTY	BONDED FIBER MATRIX	FIBER REINFORCED MATRIX	METHOD
Water Holding Capacity	≥ 800%	≥ 800%	ASTM D7367
Functional longevity	≥ 6 months	≥12 months	Observed
Cure Time	≤ 48 hours	≤ 2 hours	Observed
Vegetation Establishment	Pass	Pass	ASTM D7322

TABLE 713-7
PERFORMANCE REQUIREMENTS FOR ENGINEERED SOIL AMENDMENTS

PROPERTY	REQUIREMENT	METHOD
Vegetation Establishment	Pass	ASTM D7322
Organic material	≥ 95%	ASTM D586
Acute Toxicity	Non-toxic	ASTM 7101 & EPA Method 2021.0
pH	6 ± 1	ASTM D1293
C:N ratio	30:1 to 100:1	ASTM E1508
Water Holding Capacity	≥ 800%	ASTM D7367

713.11 SOD

Furnish commercially manufactured sod that is a living, vigorous growth of grass of the type and thickness specified.

Sod that shows signs of stress from mishandling or lack of water will be rejected.

Provide sod adapted to the general locality of the project, having a dense root system, is free of noxious weeds, and other foreign substances harmful to the development and maintenance of the sod.

Furnish a product data sheet in accordance with the Table of Contractor Submittals specifying the origin of the sod.

Cut the sod when the grass length is approximately 2 inches high but not exceeding 3 inches. Ensure the sod is free of debris before cutting.

Wet the sod to permit cutting, rolling, and hauling without crumbling or breaking.

Water the sod using water and equipment free of contaminants, from a municipal, domestic, or other source suitable for irrigation. Trucks previously used for application of salt solutions are prohibited for use as watering vessels, unless approved by the Project Manager.

713.12 ROLLED EROSION CONTROL PRODUCTS

Furnish rolled erosion control products listed on the QPL, as specified in the contract and meeting the requirements of this Subsection and Subsection 208.03.5 Furnish natural fiber netting or stitching consisting of woven 100% biodegradable natural fibers such as coir, jute or sisal. Furnish blankets designed to stabilize and hold previously applied mulch or compost on slopes as well as newly constructed stream banks and slopes.

Natural fiber netting is available in various fiber types, strengths, weights, and mesh-opening sizes.

A. Erosion Control Blankets. Furnish 100% biodegradable products for all types.

1. **Short Term Blanket.** An erosion control blanket composed of 100% straw or 100% excelsior.
2. **Long Term Blanket.** An erosion control blanket composed of 70% straw and 30% coconut or 100% excelsior.
3. **High Performance Blanket.** An erosion control blanket composed of 100% coconut or 100% excelsior.

B. Permanent Turf Reinforcement Mat

1. **Synthetic Fiber Matrix.** Furnish a web of mechanically bonded synthetic fibers that are entangled to form a strong and dimensionally stable mat. Place fibers between 2 or 3 high-strength, biaxially oriented nets mechanically bound together by stitching with polyolefin thread. The netting material must be resistant to biological, chemical, and ultra-violet degradation.
2. **Natural Fiber Matrix.** Furnish a natural fiber matrix constructed of two or three nets of heavy-duty polypropylene, polyethylene, or nylon. The internal matrix fiber is composed of a natural fiber such as curled wood, straw, or coconut.

TABLE 713-8
ROLLED EROSION CONTROL

Type	Mass[1] (lbs./Yd)	Tensile Strength – MD[2] (lbs./ft)	Min. Shear Strength (lbs./ft^2)
Short term	0.5	120	1.70[3]
Long term	0.5	150	2.0[3]
High performance	0.6	190	2.25[3]
TRM – natural fiber matrix	0.8	500	10.0[4]
TRM – synthetic fiber matrix	0.5	300	12.0[4]

Notes: 1. Combined fiber matrix and netting.
2. Machine direct.
3. Minimum shear stress the rolled erosion control product (un-vegetated) can sustain without physical damage or excess erosion (>½-inch soil loss) during a 30-minute flow event in accordance with ASTM D6460 or D7207.
4. Minimum shear stress the TRM (fully vegetated) can sustain without physical damage or excess erosion (>½-inch soil loss) during a 30-minute flow event in accordance with ASTM D6460 or D7207.

713.13 COMPOST

Compost is the soil amendment product resulting from the controlled decomposition of organic materials also known as feedstock material. Acceptable compost feedstock material consists of agricultural vegetative residuals, leaf/yard trimmings, manure, domestic livestock carcasses, wood residue, municipal biosolids (sewage sludge), or food waste. If biosolids are used as a feedstock, compliance with USEPA 40 CFR Part 503 is required.

Furnish compost listed on the QPL and in accordance with Table 713-9.

TABLE 713-9
COMPOST PHYSICAL AND CHEMICAL PROPERTIES

Property	Requirement	Method[1]
Particle size	90% (by volume) passing 1-inch screen	TMECC 05.08-B
% Moisture	30% to 55%	TMECC 03.09-A
% Organic matter	30% minimum	TMECC 05.07-A
pH	5.0 to 8.5	TMECC 04.11-A
C/N ratio	10:1 to 30:1	TMECC 05.02-A
Inert material	< 1%	TMECC 03-02-A
Maturity	Stable, ≥ 5 using Solvita test	Solvita test kit
Soluble salt concentration (electrical conductivity)	11.0 mmhos/cem maximum	TMECC 04.10-A

Note: 1. TMECC – test methods for evaluating compost and composting.

Provide a manufacturer's certification in accordance with Subsection 106.03, attesting that the material meets these specifications.

SECTION 714
PAVEMENT MARKING MATERIALS

714.01 TEMPORARY STRIPING TAPE

Furnish temporary striping tape that is 4-inch wide, retro-reflective, pressure-sensitive tape specifically manufactured for use as pavement striping. The tape must be available in white and yellow.

714.02 TEMPORARY STRIPING TABS

Furnish temporary striping tabs in accordance with the following:

1. Types I and II: "L" shaped, extruded polyurethane, at least 4 inches wide by 2 inches high with a reflectorized strip meeting requirement No. 2 below; attached horizontally across the top of the vertical portion of the tab; an adhesive strip meeting requirement No. 3 below:
   a. Type I tabs: white reflectorized tape on both sides with white bodies.
   b. Type II tabs: yellow reflectorized tape on both sides with yellow bodies.
2. Reflective flexible sheeting meeting ASTM D4956 Type V or better.
3. An adhesive strip at least ¾-inch wide x ⅛-inch thick on the tab's underside; and
4. A cover protecting the reflective strip that does not come off under traffic but is manually removable.

714.03 TEMPORARY WATERBORNE TRAFFIC PAINT

Furnish temporary waterborne traffic paint in accordance with Table 714-1.

TABLE 714-1
TEMPORARY WATERBORNE TRAFFIC PAINT COMPOSITION

Test	Specification	Test Method
Color (x, y, Y)	ASTM D6628	ASTM D6628 and ASTM D7585
Antimony	≤20.0 mg/Kg	MT 548
Arsenic	≤20.0 mg/Kg	
Cadmium	≤4.0 mg/Kg	
Chromium	≤5.0 mg/Kg	
Cobalt	≤20.0 mg/Kg	
Lead	≤20.0 mg/Kg	
Mercury	≤1.00 mg/Kg	
Tin	≤20.0 mg/Kg	

714.04 RESERVED

714.05 WATERBORNE TRAFFIC PAINT

Furnish waterborne traffic paint in accordance with Table 714-2. Where the NTPEP method is specified, recorded NTPEP results must be within the specifications shown. Blue, red, or black paint may be used without being NTPEP tested if the base paint is the same chemical composition as a NTPEP tested paint.

TABLE 714-2
WATERBORNE TRAFFIC PAINT COMPOSITION

Test	Specification	Method
Color (x, y, Y)	ASTM D6628	ASTM D6628 and ASTM D7585
Durability (wheel)	minimum of 8 at 24 months	NTPEP
Luminance	white: ≥30 at 12 months yellow: ≥20 at 12 months	NTPEP
Viscosity (Krebs Stormer), K.U. at 77 °F	80-95	ASTM D562
Density deviation	maximum of ±0.30 lbs./gallon from density target	ASTM D1475
Contrast ratio	0.92	MT 548
Dry no track	10 minutes maximum	NTPEP
Freeze-thaw stability	Δ10KU	ASTM D2243
Static heat stability	Δ10KU	MT 548
Bleeding ratio	0.95 minimum	ASTM D868
Skinning and lumps	Pass	MT 548
Settling	Pass	MT 548
Skinning	Pass	MT 548
NTPEP lab test verification	must match NTPEP	NTPEP and MT 548
Antimony	≤20.0 mg/Kg	MT 548
Arsenic	≤20.0 mg/Kg	
Cadmium	≤4.0 mg/Kg	
Chromium	≤5.0 mg/Kg	
Cobalt	≤20.0 mg/Kg	
Lead	≤20.0 mg/Kg	
Mercury	≤1.00 mg/Kg	
Tin	≤20.0 mg/Kg	

Note: Furnish black paint in accordance with color chip 37038 of Federal Standard 595B.

714.06 EPOXY OR OTHER POLYMERIC TRAFFIC PAINT

Furnish epoxy or other polymeric traffic paint in accordance with Table 714-3. Where the NTPEP method is specified, recorded NTPEP results must be within the specifications shown. Blue, red, or black paint may be used without being NTPEP tested if the base paint is the same chemical composition as a NTPEP tested paint.

TABLE 714-3
EPOXY OR OTHER POLYMERIC TRAFFIC PAINT COMPOSITION

Test	Specification	Method
Color (x, y, Y)	ASTM D6628	ASTM D6628 and ASTM D7585
Durability (wheel)	minimum of 7 at 36 months	NTPEP
Luminance	White: ≥30 at 36 months Yellow: ≥15 at 36 months	NTPEP
Dry no track	45 minutes maximum	NTPEP
NTPEP lab test verification	must match NTPEP	NTPEP and MT 548
Antimony	≤20.0 mg/Kg	MT 548
Arsenic	≤20.0 mg/Kg	
Cadmium	≤4.0 mg/Kg	
Chromium	≤5.0 mg/Kg	
Cobalt	≤20.0 mg/Kg	
Lead	≤20.0 mg/Kg	
Mercury	≤1.00 mg/Kg	
Tin	≤20.0 mg/Kg	

Note: Furnish black paint in accordance with color chip 37038 of Federal Standard 595B.

714.07 PREFORMED PLASTIC PAVEMENT MARKING MATERIAL

714.07.1 Composition Requirements

Furnish preformed plastic pavement marking material consisting of plastics and plasticizers, pigments, and reflective glass beads combined and proportioned to meet the following:

1. Available in both yellow and white color.
2. The total pigment in white marking material a minimum 20% by weight titanium dioxide.
3. The total pigment in yellow marking material a minimum 18% by weight medium chrome yellow.
4. Marking material colors that match the Federal Standard Highway color # 595 A, 33538 for yellow, 37925 for white.
5. Non-yellowing white material.
6. Non-fading yellow material during the expected life of the materials; and
7. Having reflective glass beads in accordance with Subsection 714.08 uniformly distributed throughout the entire material.

714.07.2 Adhesive Requirements

Furnish material having a pre-coated pressure-sensitive adhesive on the base to adhere to plant mix and PCCP. The adhesive must:

1. Be sufficiently free of tack so the material can be handled or repositioned on the pavement before being permanently fixed in position.
2. Mold to the pavement contours, breaks, faults under traffic at normal pavement temperatures.
3. Reseal itself so that, under normal use, it fuses with itself and previously applied markings of similar composition.
4. Capable of being inlaid in pavement at temperatures up to 275 °F; and
5. Not lose its adhesive and reflective properties when exposed to water used in rolling operations.

714.07.3 Dimensional Requirements

Furnish the pavement marking material in standard manufactured widths of 4-inch, 6-inch, 8-inch, 12-inch, and 24-inch.

Furnish the material for words and symbols in pre-cut configurations matching the shapes and dimensions in accordance with the Detailed Drawings.

Furnish the pavement marking material in the thickness specified in the contract.

714.07.4 Physical Requirements

A. Tensile Strength. Furnish plastic material having a minimum tensile strength of 40 psi (276 kPa) when tested in accordance with ASTM D638. The break resistance is based on an average of at least 3 samples tested at a temperature of 70 to 80 °F using a jaw speed of 0.25-inch per minute.

B. Plastic Pull Test. A 1 x 6-inch sample of the plastic material must support a dead weight of 0.66 pounds per 0.01 inch of material thickness for at least 5 minutes at a temperature of 70 to 80 °F.

C. Bend Test. At 80 °F bend a 3 x 6-inch sample over a 1-inch diameter mandrel until the end faces are parallel and 1-inch apart. The sample must not show any fracture lines in the uppermost surface under unassisted visual inspection.

D. Skid Resistance. The plastics surface friction properties must be at least 35 BPN when tested under ASTM E303.

E. Reseal Test. The plastic must re-seal itself without adhesives when tested as follows: Overlap two 1 x 3-inch pieces face-to-face forming a single 1 x 5-inch piece with a 1 square inch overlap in the center. Place the 1 x 5-inch piece on a hard surface with a 1,000-gram weight resting uniformly on the entire overlap area and maintain at 140 to 190 °F for 2 hours. Maintain the temperature within the specified range. Cool to room temperature. The pieces must not separate without tearing.

F. Reflectivity. Meet the reflective values listed in Table 714-4. Reflective values are measured in accordance with ASTM E1710.

TABLE 714-4
MILLICANDELAS PER SQUARE METER PER LUX
PLASTIC PAVEMENT MARKING MATERIAL

Observation Angle	Entrance Angle	White	Yellow
1.05°	88.76°	500	300

714.07.5 Samples

Submit a 4-inch x 1-foot sample from each lot of material proposed for use on the project to the Materials Bureau for approval. Obtain approval before using in the work.

714.07.6 Certification

Submit the manufacturer's certification in accordance with Subsection 106.03. Include evidence from the manufacturer that the material proposed for use in the work has performed successfully under similar climatic conditions and traffic usage. This evidence of successful use is required for the product to be approved for use.

714.08 REFLECTIVE GLASS BEADS

Furnish glass beads for reflectorizing traffic pavement markings in accordance with AASHTO M 247. Gradation and roundness will be determined in accordance with AASHTO PP 74. In the event of a dispute, ASTM D1274 will be used for gradation determination and ASTM D1155 will be used for roundness determination.

SECTION 715
TRAFFIC CONTROL DEVICES

715.01 SIGNS AND CHANNELIZING DEVICES

Meet the Detailed Drawings and MUTCD requirements. Use rigid materials for sign backing. Flexible signs are not permitted. Adjust signs within specified distances to prevent obstruction from or to existing signs.

Mount signs so they are vertical and stable. Posts must not extend more than 2 feet above the top of signs.

Construction signs may be horizontally hinged at the midpoint of the sign face provided the hinge gap does not exceed ½-inch and the sign legend is legible.

715.02 CONSTRUCTION SIGN SUPPORT ASSEMBLIES

Construct sign support assemblies from lightweight yielding material. Meet the following requirements:

1. Use wood members with a maximum 16 in^2 cross section for base construction and 8 in^2 cross section for uprights and braces. Provide wood members that are free of bark.
2. Use tubular metal members with a maximum 9 in^2 cross section.
3. Use solid metal members with a maximum 1 in^2 cross section.

Signs may be portable trailer mounted if:

1. The weight of the trailer assembly does not exceed 250 pounds.
2. The axle, frame, support assembly, and other structural members cannot exceed the dimensions of the portable sign support assembly; and
3. The trailer tire outside diameter does not exceed 28 inches. Automotive and equipment axle assemblies cannot be used for trailer-mounted sign supports.

715.03 ADVANCE WARNING ARROW PANELS

Furnish advance warning arrow panels (arrow boards) in accordance with Part 6 of the MUTCD, equipped with at least 25 lamps.

Use 36 x 72-inch Type "B" arrow boards on striping units and shadow vehicles. Use Type "C", 48 x 96-inch for all other applications.

Equip the arrow board with a dimming device to automatically reduce the intensity of the flasher at night.

715.04 WARNING LIGHTS

Equip all vehicles, hauling units, and mobile construction equipment operating within the project limits and operating on roadways used by the traveling public with an amber flashing or strobe light visible from all directions for at least 0.4 mile during daylight and clear weather conditions.

715.05 ADVANCE WARNING SIGNS

Illuminate the W20-7a (advanced flagger ahead sign) and the W3-3 (advanced traffic signal ahead sign) to meet the following:

1. Signs may be illuminated either internally or externally.
2. Use 8 high-power amber LEDs.
3. Mount LEDs to illuminate each corner of the sign with an additional LED spaced equally between the corners.
4. All LEDs activate simultaneously with a flash rate of 50 to 60 times per minute.
5. LEDs must be visible a minimum of 1,000 feet upstream from the W20-7a, W3-3 during both daylight and nighttime use.

6. Power the LEDs using a generator, solar panel, or battery power, or a combination of the three.

Meet Subsection 715.02 requirements for mounting portable sign support assemblies and the illumination power source.

SECTION 716
GEOTEXTILES

Furnish geotextile materials listed on the QPL.

716.01 GENERAL PHYSICAL REQUIREMENTS

Use geotextiles and thread used in joining geotextiles manufactured from fibers consisting of long-chain polymers, composed of at least 95% by weight of polyolefin or polyesters. Use geotextiles with fibers formed into a stable network such that the fibers or yarns retain their dimensional stability relative to each other, including selvages (edges) during shipping, handling, placement, and in service. Use geotextile free from defects or tears.

A. Minimum Average Roll Values. All property values, except for Apparent Opening Size (AOS), represent MARV in the weakest principal direction. Provide geotextiles whose average test results from any roll sampled in a lot for conformance or quality assurance testing meets or exceeds minimum values provided in this Section.

B. Apparent Opening Size. Values for AOS represent maximum average roll values. Acceptance will be based on ASTM D4759.

Furnish geotextiles in accordance with the strength property requirements of Table 716-1 and the AOS, permittivity, and ultraviolet stability requirements of Table 716-2 for separation geotextile, Table 716-3 for stabilization geotextile, Table 716-4 for subsurface drainage geotextile filter, and Table 716-5 for erosion control geotextile. Furnish temporary silt fence geotextile in accordance with Table 716-6. The geotextile properties required for each class of survivability are dependent upon geotextile type (i.e., woven or nonwoven). When sewn seams are used, the strength of the sewn seams must be equal to or greater than 90% of the specified grab tensile strength.

TABLE 716-1
GEOTEXTILE STRENGTH PROPERTY REQUIREMENTS

			Geotextile Survivability[1]			
			Moderate Survivability		High Survivability	
Property	Test Methods	Units	Woven	Nonwoven	Woven	Nonwoven
Grab elongation	ASTM D4632	%	< 50	≥ 50	< 50	≥ 50
Grab strength	ASTM D4632	lbs.	250	160	315	200
Sewn seam strength[2]	ASTM D4632	lbs.	225	145	285	180
Tear strength	ASTM D4533	lbs.	90	55	110	80
Puncture strength	ASTM D6241	lbs.	495	310	619	433
Apparent opening size	ASTM D4751	sieve size	Required property values for AOS, permittivity, and UV stability are based on the geotextile applications. Refer to Table 716-2 for separation geotextile, Table 716-3 for stabilization geotextile, Table 716-4 for subsurface drainage geotextile filter, and Table 716-5 for erosion control geotextile.			

Notes: 1. All numeric values represent MARV in the weaker principal direction.

2. When sewn seams are required. Refer to Subsection 622.03 for overlap requirements.

716.02 SEPARATION GEOTEXTILE

Do not use woven slit film geotextiles (i.e., geotextiles made from yarns of a flat, tape-like character). Provide geotextile in accordance with the strength requirements from Table 716-1 for the level of survivability specified in the contract or special provisions. Provide geotextile in accordance with the permittivity, apparent opening size, and ultraviolet stability requirements of Table 716-2.

TABLE 716-2
SEPARATION GEOTEXTILE PROPERTY REQUIREMENTS

	Test Methods	Units	Requirements
Permittivity[1]	ASTM D4491	$sec.^{-1}$	≥ 0.02
Apparent opening size	ASTM D4751	sieve size	No. 30
Ultraviolet stability			
(retained strength)	ASTM D4355	%	≥ 50 after 500 hrs. of exposure
Geotextile survivability	As specified from Table 716-1		

Note 1. Minimum value. Permittivity of the geotextile must be greater than that required for the soil. Use greater value as specified in the contract or special provisions.

716.03 STABILIZATION GEOTEXTILE

Do not use woven slit film geotextiles (i.e., geotextiles made from yarns of a flat, tape-like character). Provide geotextile in accordance with the strength requirements for high survivability from Table 716-1. Provide geotextile in accordance with the permittivity, apparent opening size, and ultraviolet stability requirements of Table 716-3.

TABLE 716-3
STABILIZATION GEOTEXTILE PROPERTY REQUIREMENTS[1]

	Test Methods	Units	Requirements
Permittivity[2]	ASTM D4491	$sec.^{-1}$	≥ 0.10
Apparent opening size	ASTM D4751	sieve size	No. 40
Ultraviolet stability (retained strength)	ASTM D4355	%	≥ 50 after 500 hrs. of exposure
Geotextile survivability	High survivability from Table 716-1		

Notes: 1. Do not use woven slit film geotextiles.

2. Minimum value. Permittivity of the geotextile must be greater than that required for the soil. Use greater value as specified in the contract or special provisions.

716.04 SUBSURFACE DRAINAGE GEOTEXTILE FILTER

Do not use woven slit film geotextiles (i.e., geotextiles made from yarns of a flat, tape-like character). Provide geotextile in accordance with the strength requirements from Table 716-1 for the level of survivability specified in the contract or special provisions. Provide geotextile in accordance with the permittivity, apparent opening size, and ultraviolet stability requirements of Table 716-4.

TABLE 716-4
SUBSURFACE DRAINAGE GEOTEXTILE FILTER PROPERTY REQUIREMENTS[1]

			Requirements[2]		
	Test Methods	**Units**	**Class A**	**Class B**	**Class C**
Geotextile survivability			As specified from Table 716-1		
Permittivity[3]	ASTM D4491	sec.$^{-1}$	≥ 0.5	≥ 0.4	≥ 0.3
Apparent opening size	ASTM D4751	sieve size	No. 40	No. 60	No. 80
Ultraviolet stability (retained strength)	ASTM D4355	%	≥ 50 after 500 hrs. of exposure		

Notes: 1. Do not use woven slit film geotextiles.

2. Use Class "A" subsurface drainage geotextile when the in situ soil has less than 15% fines (gravel or sand). Use Class "B" subsurface drainage geotextile when the in situ soil has 15 to 50% fines (silty or clayey sand or gravel). Use Class "C" subsurface drainage geotextile when the in situ soil has more than 50% fines (silt or clay).

3. Minimum values. Permittivity of the geotextile must be greater than that required for the soil. Use greater values as specified in the contract or special provisions.

716.05 PERMANENT EROSION CONTROL GEOTEXTILE

Do not use woven slit film geotextiles (i.e., geotextiles made from yarns of a flat, tape-like character). Provide geotextile in accordance with the strength requirements from Table 716-1 for the level of survivability specified in the contract or special provisions. Provide geotextile in accordance with the permittivity, apparent opening size, and ultraviolet stability requirements of Table 716-5.

TABLE 716-5
PERMANENT EROSION CONTROL GEOTEXTILE PROPERTY REQUIREMENTS[1]

			Requirements[2]		
	Test Methods	**Units**	**Class A**	**Class B**	**Class C**
Geotextile survivability					
Permittivity[3]	ASTM D4491	sec.-1	≥ 0.7	≥ 0.4	≥ 0.2
Apparent opening size	ASTM D4751	sieve size	No. 40	No. 60	No. 70
Ultraviolet stability (retained strength)	ASTM D4355	%	≥ 70 after 500 hrs. of exposure		

Notes: 1. Do not use woven slit film geotextiles.

2. Use Class "A" permanent erosion control geotextile when the in-situ soil has less than 15% fines (gravel or sand). Use Class "B" permanent erosion control geotextile when the in situ soil has 15 to 50% fines (silty or clayey sand or gravel). Use Class "C" permanent erosion control geotextile when the in situ soil has more than 50% fines (silt or clay).

3. Minimum values. Permittivity of the geotextile must be greater than that required for the soil. Use greater values as specified in the contract or special provisions.

716.06 TEMPORARY SILT FENCE GEOTEXTILE

Provide geotextile in accordance with Table 716-6.

TABLE 716-6
TEMPORARY SILT FENCE PROPERTY REQUIREMENTS

	Test Methods	Units	Stabilized Silt Fence[1]	Unstabilized Silt Fence[2]
Grab strength, machine direction	ASTM D4632	lb.	≥ 90	≥ 125
Grab strength, X-machine direction	ASTM D4632	lb.	≥ 90	≥ 100
Permittivity[3]	ASTM D4491	sec.-1	≥ 0.05	≥ 0.05
Apparent opening size	ASTM D4751	sieve size	No. 30	No. 30
Ultraviolet stability (retained strength)	ASTM D4355	%	≥ 70 after 500 hrs. of exposure	

Notes: 1. Unstabilized silt fence is supported with either wood or metal fence posts.

2. Stabilized silt fence is supported with metal fence posts and with woven wire backing.

3. Minimum values. Use greater values as specified in the contract or special provisions.

SECTION 717
CONCRETE SEALANTS

717.01 CONCRETE CURING MATERIALS

717.01.1 Curing and Protective Coverings

Furnish protective cover materials for curing concrete in accordance with ASTM C171, Sheet Materials for Curing Concrete, excluding curing paper.

717.01.2 Burlap Cloth

Furnish burlap cloth in accordance with AASHTO M 182, Class 3. In lieu of the minimum weight (mass) specified, ensure that a sample dried in an oven at a temperature of 215 to 225 °F has a weight not less than 8.0 oz/yd^2.

717.01.3 Liquid Membrane-Forming Concrete Curing Compounds

Furnish liquid membrane-forming compounds for curing concrete listed on the QPL and in accordance with ASTM C309 Type 1-D, clear or translucent and containing a fugitive dye, or Type 2, white pigmented.

717.01.4 Concrete Cure and Seal Compounds

Furnish liquid cure and seal compounds for concrete listed on the QPL in accordance with ASTM C1315 Type 1, Class A. Furnish clear products.

717.01.5 White Polyethylene Sheeting

Furnish white, reflective, polyethylene sheeting material for curing concrete in accordance with ASTM C171.

717.02 BRIDGE DECK SEALANTS

717.02.1 Silane Sealer

Furnish a Silane Sealant listed on the QPL.

717.02.2 Bridge Deck Crack Sealant

A. High Molecular Weight Methacrylate (HMWM) Bridge Deck Crack Sealant. Furnish a low viscosity, non-fuming, HMWM resin conforming to Table 717-1 and listed on the QPL.

TABLE 717-1
PROPERTIES OF HMWM

Physical Property Requirements for HMWM Resin

Viscosity:	1.4 x 10-3 lb./in-s (25 centipoises) maximum (Brookfield Model RVT Viscometer, No. 1 Spindle at 60 RPM)
Specific Gravity:	0.90 minimum at 77 °F
Tensile Elongation:	30% minimum (ASTM D638)
Odor:	Low
Vapor Pressure:	0.02 psi at 77 °F maximum
Flash Point:	175 °F minimum (ASTM D3278)
Solids Content:	100%

Performance Properties of HMWM Resin

Cure Speed	-
Bulk Cure	less than 3 hours at 73 °F
Surface Cure	less than 8 hours at 73 °F less than 24 hours at application temperature
Gel Time	25-75 min. at application temperature, 1.7 fl. oz. sample

B. Epoxy Bridge Deck Crack Sealant. Furnish epoxy bridge deck crack sealant listed on the QPL.

C. Deck Sealant Sand. Furnish sand for bridge deck crack sealing operations in accordance with manufacturer's recommendations.

717.03 RAPID SETTING PATCH MATERIAL

Furnish products that are listed on the QPL. Meet the requirements of Table 717-2 for the type of patching material and follow the manufacturer's recommendations for the placement scenario (horizontal, vertical, or overhead placement).

TABLE 717-2
PROPERTIES OF RAPID SETTING CONCRETE PATCH MATERIAL

		Patch Material Type		
Test Method	**Procedure**	**Cementitious**	**Polymer**	**Polymer Modified**
AASHTO T161	Freeze thaw Procedure A	>90@300 cycles		>90@300 cycles
ASTM C882[1]	Bond strength slant shear (min.)	1 day: 1000 psi 7 day: 1500 psi		
ASTM C1583	Bond strength direct tension (min.)	225 psi	1 day: 110 psi 7 day: 200 psi 28 day: 275 psi	
AASHTO T358	Surface Resistivity (min.)	20 kΩ-cm		20 kΩ-cm
ASTM C579	Compressive strength	Refer to ASTM C928 (R1, R2, or R3)	7 day: >5000 psi	Refer to ASTM C928 (R1, R2, or R3)
ASTM C884	Thermal compatibility		Pass	Pass

Note 1. As modified by ASTM C928.

TABLES

TABLE	TITLE
101-1	Measurement abbreviations
105-1	Contract items - evaluation elements
105-2	Table of price reduction factors
105-3	Maximum allowable variance and divergence
105-4	Unit cost
105-5	Ride incentive reduction table
105-6	Commercial mix- ride incentive reduction table
106-1	District/area phone numbers
106-2	Number of mix designs and tests furnished at no cost
108-1	Subcontract requirements
108-2	Schedule of payroll withholdings
108-3	Project schedule deductions
108-4	Holiday Contract Time Assessment
108-5	Schedule of liquidated damages
109-1	Rounding criteria
109-2	Subcontracting - administrative allowances
109-3	Mobilization payments
109-4	Items subject to fuel price adjustment
203-1	Compaction requirements
204-1	Seismograph tolerances
205-1	Crossover Reclamation Seed
206-1	Detour bridge design
208-1	FWP contact information
208-2	Temporary erosion control - lump sum progress payments
301-1	Surface smoothness
301-2	Shoulder gravel gradation requirements
304-1	Pay factors for CTB
401-1	Maximum allowable percent binder replacement
401-2	Table of gradations - RAS
401-3	Hamburg testing pay factors
401-4	Table of pay factors
401-5	EPA specification – used oil fuel requirements
401-6	Minimum lift thickness
401-7	Price adjustments due to line deviations
402-1	Schedule of tolerances
402-2	Minimum residual for emulsified asphalt
501-1	Concrete pavement thickness deficiency
551-1	Concrete classification
551-2	Concrete requirements
551-3	CLSM gradations
551-4	Items included for pay factor adjustment
551-5	Concrete strength pay factors
551-6	Air content pay factors
551-7	28-Day concrete permeability pay factors
551-8	56-Day concrete permeability pay factors
551-9	Pay factors for concrete

TABLE	TITLE
553-1	Tolerances for prestressed concrete members
555-1	Minimum bending radii
555-2	Rebar cover
555-3	Weights of standard sizes of reinforcing bars
556-1	Bolt length determination
556-2	Bolt substitutions
559-1	Finish coat paint color
564-1	Structure tolerances
612-1	Minimum dry film thickness
618-1	Traffic control requirements for hauling units - 2 lane roadways
618-2	C factors for drop-offs on the outside of horizontal curves
618-3	Average daily traffic adjustment factor
618-4	Traffic control device based on spacing factor
618-5	Traffic control speed limits in construction zones
618-6	End of queue messages – detection
618-7	End of queue messages – smart work zone
618-8	Traffic control rates based on category and device type
618-9	Traffic control - lump sum progress payments
619-1	Materials required for sign work
701-1	Limits on deleterious material in fine aggregate
701-2	Table of gradations - fine aggregate for concrete
701-3	Limits on deleterious substances in coarse aggregate
701-4	Table of gradations - coarse aggregate for concrete4
701-5	Optimized gradation requirements
701-6	Table of gradations - selected surfacing
701-7	Table of gradations - sand surfacing
701-8	Table of gradations - crushed base course type "A"
701-9	Table of gradations - crushed base course type "B"
701-10	Table of gradations - crushed top surfacing type "A"
701-11	Table of gradations - crushed top surfacing type "B"
701-12	Table of gradations - cover material
701-13	Table of gradations - aggregate for cement treated base
701-14	Aggregate requirements
701-15	Grade S mixture design and production requirements
701-16	Grade S aggregate design requirements
701-17	Hamburg wheel track requirements
701-18	Grade "S" specifications
701-19	Table of gradations - bedding material
701-20	Table of gradations - filter material
701-21	Riprap requirements
701-22	Table of gradations – random riprap
701-23	Ancillary armor
701-24	Table of gradations – drain aggregate
701-25	Digout and sub-ex replacement material (crusher reject)
701-26	Table of gradations – bridge end backfill
702-1	Basis for acceptance of asphalt emulsions
702-2	Specifications for high float emulsions

TABLE	TITLE
703-1	Packaging Table
703-2	Required Nut Rotation
703-3	Verification Torque
703-4	Overheight Detector
704-1	Single post mounting
704-2	Timber pole - Top diameter limits
704-3	Sign Structure Design Requirements
704-4	ASTM retro reflective sheeting requirements
707-1	Properties and test methods - finished rubber waterstop
707-2	Properties and test methods - finished plastic waterstop
710-1	Aluminum epoxy paint composition
710-2	Epoxy paint for pipe pile requirements
710-3	Enamel paint requirements
710-4	Zinc phosphate paint requirements
710-5	Structures intermediate coat requirements
710-6	Structures finish coat requirements
710-7	Certified test results
711-1	Heavy hex nuts
711-2	Steel plate substitutions
711-3	PTFE sheet properties
712-1	Woven wire requirements
712-2	Post lengths
712-3	Approximate gate frame weights
713-1	Liquid magnesium chloride requirements
713-2	Liquid calcium chloride requirements
713-3	Mortar sand gradation requirements
713-4	Topsoil gradation requirements
713-5	Weed control mat
713-6	Performance requirements for bonded fiber matrix and fiber reinforced matrix high performance mulch
713-7	Performance requirements for engineered soil amendments
713-8	Rolled erosion control
713-9	Compost physical and chemical properties
714-1	Temporary waterborne traffic paint composition
714-2	Waterborne traffic paint composition
714-3	High durability waterborne traffic paint composition
714-4	Epoxy or other polymeric traffic paint composition
716-1	Geotextile strength property requirements
716-2	Separation geotextile property requirements
716-3	Stabilization geotextile property requirements
716-4	Subsurface drainage geotextile filter property requirements
716-5	Permanent erosion control geotextile property requirements
716-6	Temporary silt fence property requirements
717-1	Properties of HMWM
717-2	Properties of rapid setting patch materials