

Special Provisions for: Brighton ER STP 034-3(25)

1. LABOR SUPPLY. Available workers for this Contract may be obtained from Manager, Employment & Training, Newport, VT. The latest edition of the DBE Registry can be obtained from the Office of Civil Rights and Labor's Webpage at the following address: www.aot.state.vt.us/CivilRights/default.htm. Contractors that do not have access to the internet may obtain a copy from the Office of Contract Administration upon request.
2. CONTRACT COMPLETION DATE. This Contract shall be completed on or before August 30, 2013.
3. NOTICE TO BIDDERS. U.S. Department of Labor Davis-Bacon wage rates are applicable to this Contract. Copies of the applicable rates are included in this proposal.
4. CONTACT WITH THE AGENCY. From the time of advertising until the actual bid opening for this Contract, all prospective Contractors, subcontractors, and suppliers shall direct all inquiries related to this project solely to the Agency's Office of Contract Administration at (802) 828-2641. This number may also be accessed via the Agency's TTY/TDD Telecommunications Relay Service at 1-800-253-0191.

The deadline for submitting inquiries related to this project to the Office of Contract Administration is 4:30 p.m. Eastern Standard Time on xxx, 2012. No exceptions will be made to this requirement.

5. NOTICE TO BIDDERS. The Contractor is hereby notified that in the absence of the Engineer, the Agency's Safety Officer and the Agency's Hazardous Materials and Waste Coordinator shall each have the authority to suspend work when they determine that a serious safety or environmental violation exists on the job site. The period of time work is suspended due to a serious safety or environmental violation will not be justification for an extension of time.
6. STANDARD SPECIFICATIONS. The provisions of the 2011 STANDARD SPECIFICATIONS FOR CONSTRUCTION, as modified herein, shall apply to this Contract.
7. SUPPLEMENTAL SPECIFICATIONS AND CONTRACT REQUIREMENTS. The Contractor's attention is directed to the following specifications and contract requirements included in the Proposal form and effective for this Contract:

Required Contract Provisions for Federal-Aid Construction
Standard Federal EEO Specifications
VT Agency of Transportation Contractor Workforce Reporting Requirements
Workers' Compensation; State Contracts Compliance Requirement
General Special Provisions dated September 4, 2012
Bulletin 3.5 Attachment C: Standard State Provisions for Contracts and Grants
Vermont Minimum Labor & Truck Rates
Disadvantaged Business Enterprise (DBE) Policy Contract Requirements
U.S. Department of Labor Davis-Bacon Wage Rates
Asphalt Price Adjustment Provisions dated April 6, 2010
Section 520 - Membrane Waterproofing, Spray Applied
Stream Alteration Permit #HD-7-0366 dated April 6, 2012
Certification for Federal-Aid Contracts

Contractor's EEO Certification Form
Debarment & Non-Collusion Affidavit

8. NOTICE TO BIDDERS - ADDITIONAL CONTRACT REQUIREMENT. For construction and transportation projects over \$250,000.00, a payroll process by which during every pay period the Contractor collects from the subcontractors or independent contractors a list of all workers who were on the jobsite during the pay period, the work performed by those workers on the jobsite, and a daily census of the jobsite. This information, including confirmation that Contractors, subcontractors, and independent contractors have the appropriate workers' compensation coverage for all workers at the jobsite, and similar information for the subcontractors regarding their subcontractors shall also be provided to the Department of Labor and to the Department of Banking, Insurance, Securities, and Health Care Administration, upon request, and shall be available to the public.
9. NOTICE TO BIDDERS - INCENTIVE/DISINCENTIVE (I/D). The Agency's intent is to have the bridge closure period (BCP) be as short a duration as possible. To encourage the Contractor to provide a maximum effort to complete the identified work for I/D within the period as defined below, the Agency is willing to pay an incentive.
- (a) Dates. The allowable bridge closure period is 21 consecutive calendar days, herein defined as the I/D period. During the I/D period, the Contractor will be allowed to work on the bridge 24 hours per day, 7 days per week, including holiday periods. See Special Provision No. 11 NOTICE TO BIDDERS - REQUIREMENTS FOR NIGHTTIME WORK for additional information and requirements.

Upon any Contractor's receipt of the VAOT Contract award letter, the Contractor shall submit to the VAOT Construction Section for review and approval a certified letter indicating the BEGIN CONSTRUCTION DATE for the BCP work. This letter shall be received by the Construction Section a minimum of fourteen (14) calendar days prior to the BEGIN CONSTRUCTION DATE indicated in the letter. The BEGIN CONSTRUCTION DATE shall be determined by the Contractor.

The I/D period as established above for this Contract is absolutely fixed and will not be changed for any Act of God, omission, improper action, direction of the Engineer, or any other reason unless done so by the Secretary and only under extreme conditions as determined by the Secretary.

- (b) Identified Work. All work required to open the bridge to one-way traffic including:
- Bridge deck installed and joints cured;
 - Spray applied membrane installed; and
 - Bridge railing installed.
- (c) Pay Schedule. The Contractor will be compensated at a rate of Four-thousand One-hundred dollars (\$4,100) per day for each day that the Identified Work is completed before the end of the I/D Period (allowable BCP). A partial day incentive payment will be made for the day work is completed, as prorated by the Engineer.

The maximum I/D compensation allowable under this Contract will be \$28,700.

For each hour, or part thereof, after the 21 days that the Identified Work remains uncompleted, the Contractor will be penalized at a rate of Four-thousand One-hundred dollars (\$4,100) per hour.

For each day after the I/D period (allowable BCP) that the Identified Work remains uncompleted, the Contractor will be penalized at a rate of Four-thousand One-hundred dollars (\$4,100) per day. A partial day disincentive penalty will be assessed for the day work is completed, as prorated by the Engineer. There shall be no maximum on the disincentive amount.

This penalty is separate from, and will be imposed in addition to, liquidated damages which may be imposed for failure to complete the Contract on time.

- (d) Underruns and Overruns. The proposal indicates an estimated quantity for each Contract pay item. The fact that the actual amounts used in the construction of this project may vary from the estimate will not be a basis or cause for changing any of the conditions for I/D.

The Agency recognizes that additional work beyond the work indicated in the Plans is always possible in any construction contract. The Agency is willing to pay for necessary additional work in accordance with the terms and requirements of the Contract and the Standard Specifications for Construction, however, the Contractor shall absorb any resulting construction time within the original project and CPM Schedules, and there will be no adjustments or changes to the I/D dates or I/D conditions.

- (e) Payment. Payment will be made as specified in Section 900.

10. NOTICE TO BIDDERS - WORK SCHEDULE SUBMITTAL REQUIREMENTS. A minimum of 45 calendar days prior to the bridge closing, the Contractor will be required to submit a detailed schedule of work required during the bridge closure period. The schedule and subsequent submittals shall be in color and shall include each activity to take place while clearly defining the critical path sequencing during the bridge closure period. Durations within the schedule shall be shown in terms of hours rather than days. The schedule shall also include one activity for each Working Drawing submittal and a review period of two (2) weeks per submittal. The Agency will review the schedule and provide comments within 14 calendar days of receipt.

For those work activities within the bridge closure period requiring Working Drawing submittals, the required Working Drawings shall be submitted and, where required, approved prior to beginning the bridge closure period.

Updated CPM (Critical Path Method) progress schedules with narratives explaining critical path activities with respect to the Contractor's plan for completing the required work during the bridge closure period shall be provided within five (5) calendar days of a request by the Engineer. Failure to do so shall be cause for delay in the Agency's processing of bi-weekly estimates.

There shall be a pre-closure coordination meeting held on site with all subcontractors, the Contractor's superintendent, the Engineer, the Project Manager, and the Town of Brighton to discuss durations of work, types of night work, work sequencing, etc. The Contractor shall be responsible for setting this meeting up and making appropriate contacts. In addition, weekly meetings between the Contractor, Engineer, and other pertinent parties as determined by the Engineer shall be held to discuss the project progress and future construction activities, and current CPM progress schedules and narratives.

11. NOTICE TO BIDDERS - REQUIREMENTS FOR NIGHTTIME WORK. The Contractor is hereby notified that night work will be allowed within the bridge closure period. For the purposes of this Contract, "night" shall mean from the hours of 7:00 p.m. until 5:00 a.m. of the following day. The Engineer may abbreviate this time period as necessary for safety considerations.

Night work shall be performed in accordance with the National Cooperative Highway Research Program (NCHRP) Report 476 - "Guidelines for Design and Operation of Nighttime Traffic Control for Highway Maintenance and Construction". A copy of this guideline specification may be downloaded from the following website: http://onlinepubs.trb.org/onlinepubs/nchrp/nchrp_rpt_476.pdf.

Prior to beginning night work, the Contractor shall design a lighting system and present it to the Engineer for approval. The Contractor shall not perform any night work or activities within the project limits until the lighting system has been fully approved and is in place on the project.

The designed lighting system shall be mobile, shall be mounted separately from other construction equipment, shall illuminate the entire work area to daylight intensity with minimal glare, and shall be a surrounding design that minimizes shadows in the work area as much as possible.

The locations at which Flaggers and/or Uniformed Traffic Officers are stationed, whether within, on the edge of, or outside of the work area, shall be separately illuminated to the same intensity, minimal glare, and minimal shadow requirements as the work area.

All costs associated with the lighting system will be considered incidental to item 900.645 Special Provision (Traffic Control, All-Inclusive).

12. NOTICE TO BIDDERS. All temporary construction signs shall meet the following requirements:
- A. Where sign installations are not protected by guardrail or other approved traffic barriers, all sign stands and post installations shall meet National Cooperative Highway Research Program (NCHRP) Report 350 or the AASHTO Manual for Assessing Safety Hardware (MASH). The appropriate resource shall be determined as described in the MASH publication. No sign posts shall extend over the top of the sign installed on said post(s). When anchors are installed, stub shall not be greater than 100 mm (4 inches) above existing ground.
 - B. As a minimum, roll up sign material shall have ASTM D 4956 Type VI fluorescent orange retroreflective sheeting.

- C. All post-mounted signs and solid substrate portable signs shall have ASTM D 4956 Type VII, Type VIII, or Type IX fluorescent orange retroreflective sheeting.
- D. All retroreflective sheeting on traffic cones, barricades, and drums shall be at a minimum ASTM D 4956 Type III sheeting.
- E. All stationary signs shall be mounted on two 4.5 kg/m (3 lb/ft) flanged channel posts or 51 mm (2 inch) square steel inserted in 57 mm (2 ¼") galvanized square steel anchors. No sign posts shall extend over the top edge of sign installed on said posts.
- F. Prior to placing temporary work zone signs on the project, the Contractor must furnish for the Engineer's approval a detail for temporary work zone signs on steel posts showing stubs projecting a maximum of 100 mm (4 inches) above ground level and bolts for sign post.
- G. Construction signs shall be installed so as to not interfere with nor obstruct the view of existing traffic control devices, stopping sight distance, and corner sight distance from drives and town highways.
- H. Speed zones, if used, should be a maximum of 16 kph (10 mph) below existing posted speeds. Temporary speed limit certificates must be approved by the Director of Program Development.
13. NOTICE TO BIDDERS. All retroreflective sheeting on permanent signs (signs to remain after the project is completed) shall be at a minimum ASTM D 4956 Type III sheeting, unless otherwise shown on the Plans.
14. UTILITIES. Existing aerial facilities owned by Vermont Electric Cooperative, Telephone Operating Company of Vermont, LLC, and Comcast will not require adjustment.

Vermont Electric Cooperative (VEC) owns and maintains high voltage 3-phase 46kV transmission lines and a distribution line. These lines run along the downstream side of the project. Extreme caution must be used during construction working around the transmission and distribution lines. (Working near electrical power lines VOSHA requires that a minimum clearance of 10 feet be maintained between equipment or machinery and power lines of 50kV or less).

Telephone Operating Company of Vermont, LLC and Comcast have lines running along the downstream side of the project and these companies will protect these lines during construction. Please use caution working around these utilities.

Contacts for the above listed companies are as follows:

Vermont Electric Cooperative:	Bart Bacon	- (802)832-2667
Telephone Operating Co. of VT, LLC:	Dan Maple	- (802)295-8152
Comcast:	Bruce Bowser	- (802)225-1801

The Contractor is advised that exploratory excavation to locate existing underground facilities may be necessary to protect these facilities from damage. Where approved by the Engineer, these utilities shall be located and/or exposed by methods such as air/vacuum excavation and/or hand digging to determine their exact location. This

exploratory work shall be classified as Trench Excavation of Earth, Exploratory and payment will be made under Contract item 204.22.

Employees or agents of the above listed companies are to be allowed free and full access within the project limits with the tools, materials, and equipment necessary to install, operate, maintain, place, replace, relocate, and remove their facilities.

There will be no extra compensation paid to the Contractor for any inconvenience caused by working around and with the companies or their facilities.

Act No. 86 of 1987 (30 VSA Chapter 86) ("Dig Safe") requires that notice be given prior to making an excavation. It is suggested that the Permit Holder or his/her contractor telephone 1-888-344-7233 at least 48 hours before, and not more than 30 days before, beginning any excavation at any location.

Should the Contractor desire additional adjustment of the utility facilities for his/her convenience, proper arrangements shall be made in conformance with Subsection 105.07 of the Standard Specification for Construction.

15. **NOTICE TO BIDDERS - SALVAGED MATERIALS**. The Contractor is hereby notified that the existing temporary bridge and appurtenances, and existing guardrail, removed under this project and deemed re-usable by the Agency shall remain the property of the State.

The Contractor shall remove these materials in such a manner that salvageable components are not damaged. Component materials not designated to be retained by the State shall be disposed of by the Contractor to the satisfaction of the Engineer.

All salvageable guardrail shall be disassembled to its basic component (rail, post, offset block, and end terminal) parts.

When the existing temporary bridge is no longer needed to maintain traffic on the project, as determined by the Engineer, the existing temporary bridge and appurtenances will be dismantled and delivered to the VTrans Maintenance Facility located in Middlesex, VT. The Contractor shall contact VTrans Bridge Maintenance Manager Bill Sargeant [Tel.: (802)828-2699] a minimum of two (2) weeks prior to beginning delivery to the designated location. All deliveries shall be made during normal Agency workdays between the hours of 7:00 a.m. and 3:30 p.m., and shall only be made if a District #6 representative is present at the maintenance facility. District personnel will offload the temporary bridge and appurtenance materials.

The Contractor shall supply a qualified field representative from Mabey Bridge & Shore, Inc. to be present at the de-launching and disassembly of the temporary bridge.

All temporary bridge parts shall be completely disassembled, pressure washed, and inspected prior to their delivery to the designated location. The inspection shall be performed by the Agency's Engineer and the Mabey Bridge & Shore, Inc. representative. The Engineer and Contractor shall clearly mark any damaged components with fluorescent paint for later inspection by State personnel. Major components shall be stacked together in accordance with the following requirements:

- (a) Panel - STD (MC200) - stacks of 6 with ends alternating.
- (b) Panel - High Shear (MC201) - same as above.
- (c) Deck Panels (MC360) - stacks of 8.
- (d) Transom - MC454 - HS20 - Special - stack so can be removed from truck or trailer one at a time.
- (e) Notwithstanding the above, no individual bundle or stack of components shall weigh more than 5000 pounds.

The bundles or stacks of components shall be supported and separated with 4 inch x 4 inch hardwood blocking to allow offloading with a front-end loader equipped with forks. All temporary bridge parts shall be transported on flatbed trucks or trailers to facilitate offloading. Small parts (including pins, clips, nuts, and bolts) shall be completely disassembled, cleaned, sorted by size and/or length, and placed in separate containers (buckets, boxes, bags, etc.).

All costs for loading and delivering these salvaged materials will be paid for under Contract item 900.645 Special Provision (Removal of Temporary Bridge and Approaches).

Final payment for Contract item 900.645 Special Provision (Removal of Temporary Bridge and Approaches) will not be made until all parts of the temporary bridge, and appurtenances, have been properly returned and approaches have been removed and restored to the satisfaction of the Engineer.

16. HIGHWAY PARKING RESTRICTIONS. Only such trucks and equipment as are necessary for the construction of this project will be permitted to stop or park on the shoulders or right-of-way of the highway or intersecting highways. All trucks or equipment so stopped or parked shall be at least 1.2 m (4 feet) from the edge of the thru traffic lanes. Parking or stopping on the traveled portion of the roadway will not be permitted unless authorized by the Engineer to meet field conditions.

Private automobiles of workers will not be permitted to stop or park on the shoulders or right-of-way of the highway or intersecting highways.

Each of the Contractor's trucks or equipment used for the construction of this project and permitted to park or stop as provided above shall be equipped with flashing light signals on the front and rear and the signals shall be operating at all times when parked or stopped on the highway unless otherwise authorized by the Engineer.

The flashing light signals shall be visibly distinct from and physically separate from the hazard warning system required by Federal and State motor vehicle laws and regulations. At least one of these flashing light signals shall be visible to traffic approaching from any angle at all times.

Qualified traffic control personnel shall be employed whenever the Contractor's vehicles or equipment (including that which belongs to the individual workers) enter or leave the traffic flow. All movement, in or out of the traffic flow, shall be with the flow of traffic.

17. SPECIAL CONSTRUCTION REQUIREMENTS.

- A. Unless otherwise permitted in writing by the Engineer, and except as allowed under Special Provision No. 9(a), the Contractor shall not work during the holiday periods for Veterans Day, Thanksgiving Day, Memorial Day, and July Fourth. The Engineer shall give a written order designating the time of observance of these holidays and of any additional holidays required by the season, anticipated traffic, and local custom. As specified in Subsection 105.14, and except as allowed under Special Provision No. 9(a), construction operations shall not be performed on any Sunday without the specific authorization of the Engineer.

Designated holiday periods shall begin at 12:00 noon on the day before the weekend or holiday, whichever applies, and shall end at 7:00 a.m. on the day after the holiday or the weekend, as appropriate.

- B. The Contractor shall maintain a safe access to all drives and intersecting side roads at all times during the construction of this project.
- C. Two-way radios shall be provided by the Contractor when requested by the Engineer for use by traffic control personnel. All costs for furnishing and using two-way radios will not be paid for directly, but will be considered incidental to Contract item 900.645 Special Provision (Traffic Control, All-Inclusive).
- D. The Contractor shall have available on the project the current editions of the Manual on Uniform Traffic Control Devices (MUTCD) and the Standard Highway Signs and Markings (SHSM) Book. Information for obtaining these publications may be found at: <http://mutcd.fhwa.dot.gov/index.htm>.

ASPHALT PRICE ADJUSTMENT

18. SUPPLEMENTAL SPECIFICATION - ASPHALT PRICE ADJUSTMENT, dated April 6, 2010, is hereby made a new Subsection of the Specifications, superseding all previous editions and their modifications.
19. SUPPLEMENTAL SPECIFICATION - ASPHALT PRICE ADJUSTMENT, dated April 6, 2010, GENERAL REQUIREMENTS AND CONDITIONS, part (b) text, is hereby modified by being deleted in its entirety and replaced with text "NOT USED".

The index price for asphalt cement is \$xxx.00 per ton.

In addition to materials produced under Contract pay item(s) as allowed in GENERAL REQUIREMENTS AND CONDITIONS, part (a) of the Supplemental Specification, asphalt cement produced under Contract item 900.680 Special Provision (Bituminous Concrete Pavement, Small Quantity) will be included for adjustment.

If an emulsified asphaltic liquid is used in the Contract work under any Contract item subject to the Asphalt Price Adjustment provisions and that liquid is not included in the table under subpart (5) of PRICE ADJUSTMENT PROCEDURES of the Supplemental Specification, the ACEA as defined in subpart (5) for that liquid will be that as determined by averaging Contractor certified test results for the project.

SECTION 520 - MEMBRANE WATERPROOFING, SPRAY APPLIED

20. SUPPLEMENTAL SPECIFICATION SECTION 520 - MEMBRANE WATERPROOFING, SPRAY APPLIED, dated September 4, 2012 is hereby made a new Section of the Specifications, superseding all previous editions and their modifications.

SECTION 652 - EROSION PREVENTION & SEDIMENT CONTROL PLAN

21. SECTION 652 - EROSION PREVENTION & SEDIMENT CONTROL PLAN, is hereby made a new Section of the Specifications as follows:
22. 652.01 DESCRIPTION. This work shall consist of designing, furnishing, and submitting for acceptance modifications to the Contract Erosion Prevention & Sediment Control Plan (hereinto known as the EPSC Plan), becoming a co-permittee with the Agency of Transportation, State of Vermont on associated permits, monitoring the EPSC Plan using an On-Site Plan Coordinator, and maintaining the erosion prevention and sediment control measures to ensure the effectiveness of the EPSC Plan.
23. 652.02 MATERIALS. Materials required for the field work maintenance of the EPSC Plan shall meet all requirements of the appropriate Section of the VAOT Standard Specifications for Construction.

Materials including manuals, checklists, forms, and other supporting documentation necessary to meet the requirements of these provisions and maintain compliance with associated permits shall be made available to the Engineer by the Contractor and maintained on site by the Contractor. Supporting documents associated with the requirements of General Permit 3-9020 are available upon request to ANR or from the ANR Stormwater web page. The *VTrans Erosion Prevention and Sediment Control Plan Contractor Checklist* and *Low Risk Site Inspection Form* are available from the VTrans Construction Environmental Engineer.

24. 652.03 QUALIFICATIONS. Modifications to the EPSC Plan shall be prepared and signed by a Licensed Professional Civil Engineer registered in the State of Vermont or a qualified professional in erosion prevention and sediment control, certified by CPESC, Inc. or equivalent, hereinafter called the "Preparer."
25. 652.04 EROSION PREVENTION & SEDIMENT CONTROL PLAN. The EPSC Plan, developed using a combination of structural, non-structural, and vegetative practices to adequately prevent erosion and control sedimentation, and meeting the requirements of the *VTrans Erosion Prevention & Sediment Control Plan Designer Checklist (Non-Jurisdictional and Low Risk)* or the *Vermont Standards & Specifications for Erosion Prevention & Sediment Control* based on area of disturbance and risk, has been included in the Contract Documents.

The Contractor shall use the EPSC Plan included in the Contract and, at the onset of construction as well as throughout the duration of the project, modify it to describe changing conditions and illustrate how the criteria of the determined risk will be upheld. For Non-Jurisdictional and Low Risk projects, the Contractor shall use the *VTrans Erosion Prevention and Sediment Control Plan Contractor Checklist*. For Moderate Risk projects, the Contractor shall modify the Contract EPSC Plan in accordance with the General Permit 3-9020 Parts 4 through 6. If a modification to the EPSC Plan at a Low or Moderate Risk project alters any criteria of the determined risk, an updated Risk Evaluation shall be prepared.

The Contractor may use the Agency's EPSC Plan sheet(s) as a basis for necessary modifications; however, if necessary to convey the sequential nature and phases of construction activities and associated erosion prevention and sediment control measures, several plan sheets showing successive site conditions are recommended.

All work shown in the EPSC Plan shall be included in the Contractor's CPM Progress Schedule, as required by Subsection 108.03.

26. 652.05 SUBMITTALS. Three sets of the modified EPSC Plan as well as the updated Risk Evaluation, stamped and signed by the Preparer, shall be submitted to the Construction Engineer as Construction Drawings in accordance with Section 105. Submittals shall occur after award of the Contract but not later than the Pre-Construction Conference to allow time for review by the Agency. An Acceptance Memo or comments will be provided to the Contractor within 10 working days.

The Contractor shall respond to comments as soon as possible, but not more than 10 days after the date of VTrans initial correspondence. Agency review time for response to comments will be completed within an additional 10 working days. Modifications or additions to the EPSC Plan will not be considered as an acceptable delay of the work under Subsection 108.11.

All subsequent modifications to the EPSC Plan and updates to the Risk Evaluation will be reviewed and forwarded to the ANR by the Agency as appropriate.

Construction activities for EPSC Plan modifications that do not require authorization from the ANR shall commence only after the EPSC Plan has been accepted by the Agency. Construction activities for EPSC Plan modifications that do require authorization from the ANR shall commence only after that authorization has been granted.

27. 652.06 MONITORING EROSION PREVENTION & SEDIMENT CONTROL PLAN. The Contractor shall designate a person (On-Site Plan Coordinator) who is directly responsible for the on-site implementation of the EPSC Plan. This person shall generally be on-site on a daily basis during active construction and have the authority to halt construction activities if necessary. The On-Site Plan Coordinator shall have demonstrated experience in construction practices as they relate to erosion prevention and sediment control as well as a general understanding of State and Federal environmental regulations and permits pertaining to the National Pollutant Discharge Elimination System Construction Program. The On-Site Plan Coordinator shall be proficient at reading and interpreting engineering and EPSC plans. Preference will be given to a Licensed Professional Civil Engineer registered in the State of Vermont or a qualified professional in erosion prevention and sediment control, certified by CPESC, Inc. or equivalent. The qualifications of the On-Site Plan Coordinator shall be included in the EPSC Plan. The Engineer, if not satisfied with the performance of this individual, may at any time request a replacement.

During active construction and periods of inactivity, the On-Site Plan Coordinator shall be responsible for inspections and reporting.

- (a) Active Construction. Inspections shall occur once every seven calendar days and within 24 hours of the end of a storm event that results in a discharge of stormwater from the site. During

the winter construction season (October 15th to April 15th, inclusive), inspections at all sites shall occur daily.

For Non-Jurisdictional and Low Risk projects, inspections shall be conducted using the Agency's *EPSC Plan Inspection Report (Non-Jurisdictional and Low Risk Projects)*.

For Moderate Risk projects, inspections shall be conducted using the *General Permit 3-9020 Inspection Report for Moderate Risk Projects* referenced in the Permit and available upon award of the Contract.

Immediate action shall be taken to correct the discharges of sediment, including halting or reducing construction activities as necessary, until the discharge and/or the condition is fully corrected. Corrective actions shall be recorded on the monitoring reports and shown on the EPSC Plan. Each report shall be signed by the On-Site Plan Coordinator.

- (b) Inactive Construction. Periods such as shutdown during the winter season shall require inspection and reporting of erosion prevention and sediment control measures. The Contractor shall contact the Engineer prior to conducting any inspections. The inspections shall be conducted at least once every 30 days and within 24 hours of any storm or significant snow melt event that may cause stormwater runoff to leave the construction site. The Contractor shall provide, within 24 hours, the necessary personnel, equipment, and materials to repair or correct any deficiencies identified during inspection. All deficiencies and corrective measures taken shall be documented on the reports.

Copies of all reports shall be submitted to the Engineer within 24 hours of inspection or when corrective measures were taken. Copies of all reports shall be kept on site in the Contractor's project files.

28. 652.07 MAINTENANCE OF EROSION PREVENTION & SEDIMENT CONTROL PLAN. This work shall consist of providing all labor and equipment necessary for field maintenance of erosion prevention and sediment control items in the Contract, and providing materials and labor necessary for installing, monitoring, maintaining and, where necessary, removing additional measures needed to correct deficiencies that develop during construction that lessen the performance of the EPSC Plan. Erosion prevention and sediment control measures shall be maintained by the Contractor and removed when authorized by the Engineer. The Contractor shall establish vegetation in all areas disturbed during removal of the erosion prevention and sediment control measures.

Any maintenance required due to the failure of the Contractor to follow the EPSC Plan in its accepted form shall be performed at no additional cost to the Agency.

29. 652.08 METHOD OF MEASUREMENT. The quantity of EPSC Plan to be measured for payment will be on a lump sum basis in the complete and accepted work.

The quantity of Monitoring EPSC Plan will be measured to the nearest 1/4 hour for the actual number of authorized hours spent monitoring, reviewing, and reporting on the construction site(s), including waste, borrow and staging areas or other support activities, as it relates to the EPSC Plan. Travel time and other time not spent at the

construction site(s) or time not authorized will not be measured for payment (i.e. travel expenses, clerical staff time, copying, miscellaneous expenses, overhead, etc.).

The quantity of Maintenance of EPSC Plan will be on a lump unit basis for all such field maintenance provided for in the Contract, excluding waste, borrow and staging areas or other support activities.

30. 652.09 BASIS OF PAYMENT. The accepted quantity of EPSC Plan will be paid for at the Contract lump sum price. Payment will be full compensation for the initial preparation of modifications, submittals, and all incidentals necessary to complete the work. Subsequent modifications to the EPSC Plan during Construction will be considered incidental to Contract item 652.10.

Partial payments will be made as follows:

- (a) The first payment of 50 percent of the lump sum price for the EPSC Plan will be paid for upon acceptance of the EPSC Plan for the entire project.
- (b) The second payment of 35 percent of the lump sum price for the EPSC Plan will be made on the first estimate following the completion of 50 percent of the project.
- (c) The third payment of 15 percent of the lump sum price for the EPSC Plan will be made when the project is substantially complete.

The accepted quantity of Monitoring EPSC Plan will be paid for at the Contract unit price per hour. Payment will be full compensation for performing the work specified. Payment will not be made unless a report for the monitoring is submitted to and accepted by the Engineer.

The accepted quantity of Maintenance of EPSC Plan will be paid for as specified for force account work in Subsection 109.06. Payments will be drawn against the Contract Lump Unit amount. To provide a common proposal for all bidders, the Agency has entered an amount in the proposal to become part of the Contractor's total bid. Maintenance related to material supply and disposal areas shall be performed in accordance with Subsection 105.29.

Payment will be made under:

<u>Pay Item</u>	<u>Pay Unit</u>
652.10 EPSC Plan	Lump Sum
652.20 Monitoring EPSC Plan	Hour
652.30 Maintenance of EPSC Plan (N.A.B.I.)	Lump Unit

SECTION 900 - SPECIAL PROVISION ITEMSHIGH PERFORMANCE CONCRETE, RAPID SET

31. DESCRIPTION. This work shall consist of designing, furnishing, and placing high performance portland cement concrete at the locations indicated in the Plans and as directed by the Engineer.

The work under this section shall be performed in accordance with these provisions, the Plans, and Section 501 of the Standard Specifications.

32. MATERIALS. Materials shall meet the requirements of Subsection 501.02 and the following:

High Early Strength Portland Cement.....701.04

33. MIX DESIGN CRITERIA. Concrete shall meet the following requirements:

- (a) Compressive Strength.

12 Hour Compressive Strength - 2500 psi

24 Hour Compressive Strength - 3500 psi

28 Day Compressive Strength - 5000 psi

- (b) Permeability. 56 Day Permeability - 2500 Coulombs (The permeability may be tested prior to 56 days but results must still be 2500 Coulombs or less). Test shall be performed in accordance with Subsection 510.04 b(6)(f).

- (c) Air Content. 7 ± 1.5%

- (d) Slump/Spread. The mix shall not exhibit segregation at the slump/spread being used.

- (e) Alkali-Silica Reactivity (ASR). Test shall be performed in accordance with Subsections 510.04 b(6)(g) and 510.04 b(7).

- (f) The mix shall contain shrinkage-compensating admixtures such that there will be no separation of the closure pour concrete to the adjacent precast unit. The Contractor shall include results for the unrestrained shrinkage test method, ASTM C 157. The maximum shrinkage allowed shall be 0.04%.

- (g) A proprietary concrete mix design meeting the same performance requirements may also be considered for use.

34. SUBMITTALS. A minimum of fourteen (14) calendar days prior to placement (or prior to the pre-placement meeting, if one is required), the Contractor shall submit the mix design for approval. The mix design shall be submitted to the Agency's Materials and Research Laboratory, attention Structural Concrete Engineer. Concrete under this provision shall not be placed until the mix design has been approved.

- (a) Trial Batch. The Contractor shall produce and place a 2 cubic yard trial batch at a location agreed upon by the Contractor and the Engineer. The Engineer shall be given a minimum of seven (7) days notice prior to the trial batch pour. The trial batch shall be poured in the presence of the Engineer and the Structural Concrete Engineer. The trial batch shall be produced, poured,

and cured in the same manner that will occur during construction. The Contractor shall provide qualified personnel to test slump, air content, and unit weight of the trial batch. Cylinders shall be cast to determine whether the concrete meets the strength requirements required for the project.

35. CURING CONCRETE. Concrete shall be wet cured for a minimum of 24 hours. The method of wet curing used shall meet the requirements of Subsection 501.17.
36. LOADING OF CONCRETE. After the concrete has been placed and the finishing operations concluded, it shall not be walked on or disturbed in any manner, including the removal of forms, for a minimum period of 12 hours.

The deck end closure pour shall obtain a strength of 3500 psi prior to being opened to traffic.

A portable compression testing machine shall be provided by the Contractor and available on-site for cylinder testing. All testing and equipment shall conform to ASTM C 39. This compression machine must be calibrated in accordance with the provisions of Section 5, ASTM C 39.

37. METHOD OF MEASUREMENT. The quantity of Special Provision (High Performance Concrete, Rapid Set) to be measured for payment will be the number of cubic meters (cubic yards) of concrete placed in the complete and accepted work, as determined by the prismatic method using dimensions shown on the Plans or as directed by the Engineer, including the volume of precast concrete stay-in-place forms, but excluding the volume of steel or other stay-in-place forms and form filling materials. No deductions will be made for the volume of concrete displaced by steel reinforcement, structural steel, expansion joint material, scuppers, weep holes, conduits, tops of piles, scoring, chamfers or corners, inset panels of 38 mm (1 ½ inches) or less in depth, or any pipe less than 200 mm (8 inches) in diameter.
38. BASIS OF PAYMENT. The accepted quantity of Special Provision (High Performance Concrete, Rapid Set) will be paid for at the Contract unit price per cubic meter (cubic yard). Payment will be full compensation for performing the work specified, including designing the mix, satisfactory finishing and curing, and for furnishing all forms, materials, including joint filler and bond breaker, labor, tools, admixtures, equipment, including automatic temperature recording units, trial batches, and incidentals necessary to complete the work.

The cost of heating materials and protecting the concrete against cold weather, and any additional cost for cement, will not be paid for separately but will be considered incidental to Special Provision (High Performance Concrete, Rapid Set).

The cost of furnishing testing facilities and supplies at the batch plant and the setting of inserts, bench marks, and bridge plaques furnished by the Agency will not be paid for separately but will be considered incidental to Special Provision (High Performance Concrete, Rapid Set).

Costs for all materials, labor, and incidentals for steel or other stay-in-place forms and form filling materials will not be paid for separately, but will be considered incidental to Special Provision (High Performance Concrete, Rapid Set).

Payment will be made under:

<u>Pay Item</u>	<u>Pay Unit</u>
900.608 Special Provision (High Performance Concrete, Rapid Set)	Cubic Yard

PRESTRESSED CONCRETE NEXT D BEAMS

39. DESCRIPTION. This work shall consist of manufacturing, transporting, and erecting precast prestressed concrete members.

The work under this Section shall be performed in accordance with these provisions, the Plans, and Section 510 of the Standard Specifications.

40. DESIGN AND DRAWINGS. All design details shall be in accordance with the AASHTO *LRFD Bridge Design Specifications*, the AASHTO *LRFD Bridge Construction Specifications*, and PCI Northeast's NEXT D Standards dated January, 2010.

41. METHOD OF MEASUREMENT. The quantity of Special Provision (Prestressed Concrete Next D Beams) to be measured for payment will be the number of meters (linear feet) of the specified type used in the complete and accepted work.

42. BASIS OF PAYMENT. The accepted quantity of Special Provision (Prestressed Concrete Next D Beams) will be paid for at the Contract unit price per meter (linear foot) for the type specified. Payment will be full compensation for detailing, fabricating, repairing, quality control testing, transporting, handling, and installing the materials specified, including the concrete, reinforcement, prestressing steel, transverse ties, enclosures for prestressing steel, anchorages, mortar, anchor rods, any other material contained within or attached to the members, for furnishing and implementing the erection plan, and for furnishing all labor, tools, equipment, and incidentals necessary to complete the work.

Any grouting work for other than shear keys, such as fairing out unevenness between adjacent units and filling leveling screw holes, transverse anchor recesses, and dowel holes, is considered incidental to the work for Special Provision (Prestressed Concrete Next D Beams).

Payment will be made under:

<u>Pay Item</u>	<u>Pay Unit</u>
900.640 Special Provision (Prestressed Concrete Next D Beams)(NEXT 28 D)	Linear Foot

REMOVAL OF TEMPORARY BRIDGE AND APPROACHES

43. DESCRIPTION. This work shall consist of removing an existing temporary bridge, including abutments and roadway approaches, and associated items including but not limited to approach fill, stone fill, geotextile, sheet piling, guardrail, pavement, and line striping, within the limits indicated in the Plans and as directed by the Engineer.

44. REMOVAL OF EXISTING MABEY BRIDGE. Removal shall be performed in accordance with Subsection 529.04. Dismantling and salvaging of the

temporary bridge components shall be performed in accordance with the Contract Documents.

- 45. METHOD OF MEASUREMENT. The quantity of Special Provision (Removal of Temporary Bridge and Approaches) to be measured for payment will be on a lump sum basis in the complete and accepted work.
- 46. BASIS OF PAYMENT. The accepted quantity of Special Provision (Removal of Temporary Bridge and Approaches) will be paid for at the Contract lump sum price. Payment will be full compensation for removing the temporary bridge and its approaches, and for furnishing all labor, tools, equipment, and incidentals necessary to complete the work.

Payment will be made under:

<u>Pay Item</u>	<u>Pay Unit</u>
900.645 Special Provision (Removal of Temporary Bridge and Approaches)	Lump Sum

TRAFFIC CONTROL

- 47. DESCRIPTION. This work shall consist of establishing and maintaining traffic control measures to protect the traveling public and construction operations as indicated in the Plans and as directed by the Engineer.

The work under this Section shall be performed in accordance with these provisions, the Plans, and Section 641 of the Standard Specifications.

- 48. SUBMITTALS. The Contractor shall submit to the Engineer for approval a site-specific traffic control plan in accordance with Subsection 105.03. The traffic control plan shall conform to the requirements of the MUTCD and all applicable Agency Standard Drawings. Where conflicts exist, the MUTCD will govern. Each phase of construction shall be included in the submitted traffic control plan. The Contractor shall allow the Agency 7 calendar days to review and approve the proposed traffic control plan before it is to be implemented.

- 49. TRAFFIC CONTROL DEVICES. Temporary traffic barrier shall meet the requirements of Section 621. Traffic control devices shall meet the requirements of Section 641. Temporary pavement markings and removal of existing pavement markings shall meet the requirements of Section 646. Temporary traffic signal systems shall meet the requirements of Section 678.

- 50. METHOD OF MEASUREMENT. The quantity of Special Provision (Traffic Control, All-Inclusive) to be measured for payment will be on a lump sum basis for providing traffic control in the complete and accepted work.

The quantity for Flaggers will be measured separately in accordance with Section 630.

- 51. BASIS OF PAYMENT. The accepted quantity of Special Provision Traffic Control, All-Inclusive) will be paid for at the Contract lump sum price.

Partial payments will be made as follows:

- (a) The first 15% of the Contract lump sum price will be paid upon approval of the Contractor's traffic control plan.
- (b) The remaining 85% of the Contract lump sum price will be paid on a prorated basis for the estimated duration of the Contract work remaining.

Payment will be full compensation for preparing, implementing, inspecting, maintaining, and removing the applicable traffic control plan and required traffic control devices, including but not limited to temporary traffic barrier, temporary pavement markings, signing and message boards, and temporary traffic signal systems; and for furnishing all labor, tools, materials, equipment, and incidentals necessary to complete the work.

Flaggers will be paid for separately under Contract item 630.15.

Payment will be made under:

<u>Pay Item</u>	<u>Pay Unit</u>
900.645 Special Provision (Traffic Control, All-Inclusive)	Lump Sum

INCENTIVE/DISINCENTIVE (I/D)

52. INCENTIVE/DISINCENTIVE (I/D), is hereby made a new Section of the Specifications as follows:

The payment of monies for performance under the Incentive/Disincentive (I/D) specifications contained in these Special Provisions shall be as follows:

1. For the incentive payment as described in part (c) of Special Provision No. 6, the Contractor will be paid in the next bi-weekly estimate in which the Contractor has satisfactorily met the requirements of I/D.
2. For the disincentive penalties as described in part (c) of Special Provision No. 6, the Engineer will deduct the amount due the Agency from the monies due the Contractor on the next bi-weekly estimate.

Payment will be made under:

<u>Pay Item</u>	<u>Pay Unit</u>
900.650 Special Provision (Incentive/Disincentive) (N.A.B.I.)	Lump Unit

BITUMINOUS CONCRETE PAVEMENT, SMALL QUANTITY

53. DESCRIPTION. This work shall consist of constructing one or more courses of bituminous mixture on a prepared foundation in accordance with these specifications and the specific requirements of the type of surface being placed, and in reasonably close conformity with the lines, grades, thicknesses, and typical cross sections shown on the Plans or established by the Engineer.

The work under this Section shall be performed in accordance with these provisions, the Plans, and the appropriate provisions of Section 406 or Section 490 of the Standard Specifications.

54. APPLICABILITY. This specification applies to Contracts where the total quantity of bituminous concrete pavement to be paid for under this item is less than or equal to 2000 metric tons (tons) or the total roadway length, including approaches, is 0.80 kilometers (0.50 miles) or less.

55. MATERIALS. Materials shall meet the requirements of the following Subsections:

- Performance-Graded Asphalt Binder.....702.02
- Emulsified Asphalt, RS-1.....702.04
- Aggregate for Marshall Bituminous Concrete Pavement...704.10(a)
- Aggregate for Superpave Bituminous Concrete Pavement..704.10(b)

Aggregate shall meet requirements relating to Section 490 or 406, where so specified.

The grade of PG asphalt binder used to produce bituminous concrete pavement shall be 58-28. Substitutions will be accepted based on availability where the upper end temperature value is greater than 58°C (136°F) and/or the lower end is less than -28°C (-18°F).

56. DESIGN MIX TYPES. Design mix types may be substituted based on mix availability. Allowable mix type substitutions will be accepted on a one to one thickness relationship, except as listed in Tables A and B below.

TABLE A - ALLOWABLE 40 MM (1½") MIX TYPE IVS SUBSTITUTIONS⁽¹⁾

Design ESALs (millions)	Design	Allowable Substitution	
	490.30 Superpave Bituminous Concrete Pavement	406.25 Bituminous Concrete Pavement*	406.27 Med. Duty Bituminous Concrete Pavement*
< 0.3	TYPE IVS	TYPE III	TYPE III
0.3 to < 10	TYPE IVS	TYPE III	-
> 10	TYPE IVS	-	-

⁽¹⁾These table substitutions do not apply to bridge deck paving.

*Per Section 406.

TABLE B - ALLOWABLE 90 MM (3½") MIX TYPE IIS SUBSTITUTIONS

Design ESALs (millions)	Design	Allowable Substitution	
	490.30 Superpave Bituminous Concrete Pavement	406.25 Bituminous Concrete Pavement*	406.27 Med. Duty Bituminous Concrete Pavement*
< 0.3	TYPE IIS	TYPE I	TYPE I
0.3 to < 10	TYPE IIS	TYPE I	-
> 10	TYPE IIS	-	-

*Per Section 406

57. COMPOSITION OF MIXTURE.

- (a) Gradation. Gradation shall meet the requirements of Section 406 or 490, as appropriate.
- (b) Design Criteria. Design Criteria shall meet the requirements of Section 406 or 490, as appropriate.
- (c) Mix Design. Standard mix design will be in accordance with Subsection 490.03 with an n value of 65 gyrations. Allowable substitutions based on pre-existing approved mix designs and/or n values for intended Contract suppliers are listed in Table C below. A request for substitutions must be submitted in writing to the Engineer a minimum of 10 working days prior to production. Any substitutions from the standard mix design or mix types as detailed in the Plans shall not result in any increase in cost to the Agency.

TABLE C - ALLOWABLE SPECIFICATION SUBSTITUTIONS

Design ESALs (millions)	Acceptable Specification Substitution		
	Superpave Bituminous Concrete Pavement (Gyrations)	Bituminous Concrete Pavement* (75 Blow)	Med. Duty Bituminous Concrete Pavement* (50 Blow)
< 0.3	50	✓	✓
0.3 to < 10	65 ⁽¹⁾	✓	-
10 to < 30	80	-	-
> 30	125	-	-

⁽¹⁾Standard mix design specification.

*Per Section 406

(d) Control of Mixtures.

The plant shall be operated so that no intentional deviations are made from the job-mix formula. The gradation of the actual mixture shall not vary from the job-mix formula by more than the following tolerances:

TABLE D - PRODUCTION TESTING TOLERANCES AND SPECIFICATION LIMITS

PRODUCTION TESTING TOLERANCES			SPECIFICATION LIMITS
Aggregate larger than 2.36 mm (No. 8) sieve	±	6.0 %	9.0 %
Aggregate passing the 2.36 mm (No. 8) sieve and larger than the 75 µm (No. 200) sieve	±	4.0 %	6.0 %
Aggregate passing 75 µm (No. 200) sieve	±	1.0 %	1.5 %
Temperature of Mixture ⁽³⁾	±	11°C (20°F)	15°C (30°F)
Air Voids	=	4.0 ± 1.0%	4.0 ± 1.5%
VMA	=	JMF ⁽¹⁾ ± 1.0%	JMF ⁽¹⁾ ± 1.5%
VFA ⁽⁴⁾	=	JMF ⁽¹⁾ ± 5.0% ⁽²⁾	JMF ⁽¹⁾ ± 7.0% ⁽²⁾

- (1) JMF stands for the most current Job-Mix Formula value as approved by the Engineer or the Engineer's designee.
- (2) The VFA value shall not be allowed to exceed 80.0% at any time.
- (3) Mix temperatures shall not exceed 180°C (355°F).
- (4) The VFA requirements only apply to Superpave Bituminous Concrete Pavement.

(e) Quality Acceptance.

- (1) General. Acceptance sampling and testing will be conducted in accordance with the Agency's Quality Assurance Program as approved by FHWA. Bituminous concrete mixtures designated under these specifications will be sampled a minimum of once per day of production or 500 metric tons (tons) and evaluated by the Agency for each mix type (each mix design) in accordance with the following acceptance guidelines.
- (2) Acceptance Guidelines. Temperature of the bituminous mixture shall be tested using the Verified Thermometer test method and PG Asphalt Binder content determined from the batch slip. Gradation shall be tested in accordance with AASHTO T 30. Mixture volumetric properties (air voids, VMA, and VFA) shall be calculated in accordance with Subsections 406.03(b) or 490.03(b), as appropriate.
- (3) Non-Compliant Material.
- a. Rejection by Contractor. The Contractor may, prior to sampling, elect to remove any defective material and replace it with new material at no expense to the Agency. Any such new material will be sampled, tested, and evaluated for acceptance.

- b. For any non-compliant material outside the production testing tolerances but within the specification limits as identified in Table D, payment shall be assessed a mixture pay factor, PF(mix), of (-0.10).
- c. For any non-compliant material outside the specification limits as identified in Table D, payment shall be assessed a mixture pay factor, PF(mix), of (-0.50), or can be removed and replaced at no cost to the Agency.
- (f) Boxed Samples. If Agency plant inspectors are not available for daily testing and inspection functions, then box samples will be taken by the Engineer at the project site to afford verification of mixture volumetrics/properties. Boxed samples will be processed and results reported to the Engineer within ten working days of being received at the Agency Central Laboratory in Berlin, Vermont. Gradation shall be tested in accordance with AASHTO T 30. Maximum Specific Gravity shall be tested in accordance with AASHTO T 209.
58. COMPACTION. Special Provision (Bituminous Concrete Pavement, Small Quantity) will be analyzed for density according to the procedure specified below.

The density of the compacted pavement shall be at least 92.0%, but not more than 97.0%, of the corresponding daily average maximum specific gravity for each mix type (each mix design) of bituminous mix placed during each day. For material that falls outside of this range, payment will be made by adjusting the daily production totals in accordance with Table E:

TABLE E - DENSITY PAY FACTORS

AVERAGE DENSITY	DENSITY PAY FACTOR, PF(d)
90.5% - 91.9%	- 0.100
92.0% - 97.0%	0.000
97.1% - 98.5%	- 0.100

When the Contract allows for a pay adjustment for mat density and the Agency elects to not take cores of any pavement course, the Density Pay Factor (PF(d)) will be considered equal to 0.000.

Bridges with a length equal to or greater than 6 meters (20 feet) will be cored for analyzing density of the bridge deck pavement. The minimum number of cores taken shall be 2, or as directed by the Engineer. Bridges with a length less than 6 meters (20 feet) will not be cored.

Bridge deck core areas shall be repaired to the satisfaction of the Engineer at no additional cost to the Agency.

The cores taken for acceptance testing will be the final cores taken for determination of densities.

When the Contract does not allow for a pay adjustment for mat density the Contractor shall, prior to performing any construction operations,

submit to the Engineer for approval the proposed rolling pattern and compaction equipment to be used on the project. Random investigative cores will be taken by Agency personnel on the first day's production of any pavement course, with the exception of leveling course, to verify effectiveness of the proposed rolling pattern and equipment.

Pending results of the investigative cores, necessary adjustments to the proposed rolling pattern and/or equipment shall be made by the Contractor to achieve densities as directed by the Engineer.

59. METHOD OF MEASUREMENT. The quantity of Special Provision (Bituminous Concrete Pavement, Small Quantity) to be measured for payment will be the number of metric tons (tons) for a lot of mixture (each type) complete in place in the accepted work (Q) as determined from the weigh tickets.

The quantities of all applicable Pay Adjustments calculated for the project will be determined as specified below.

When applicable, and when the mixture pay factor, PF(mix), for a lot of Special Provision (Bituminous Concrete Pavement, Small Quantity) is less than 0.000, the measured quantity of Special Provision (Bituminous Concrete Pavement, Small Quantity) placed will be multiplied by such pay factor to determine a Mixture Pay Adjustment, (PA(mix)), to the accepted tonnage placed (Q) for that lot based on the Contract bid price (B), as follows:

$$PA(mix) = PF(mix) \times Q \times B$$

When boxed samples are taken to determine mix properties, test results will determine PF(mix) as outlined in COMPOSITION OF MIXTURE, Quality Acceptance, Non-Compliant Material of this Section.

When applicable, and when the density pay factor, PF(d), for a lot of Special Provision (Bituminous Concrete Pavement, Small Quantity) is less than 0.000, the measured quantity of Special Provision (Bituminous Concrete Pavement, Small Quantity) placed that day will be multiplied by such pay factor to determine a Mat Density Pay Adjustment, (PA(d)), to the accepted tonnage placed (Q) for that lot based on the Contract bid price (B), as follows:

$$PA(d) = PF(d) \times Q \times B$$

60. BASIS OF PAYMENT. The measured quantity of Special Provision (Bituminous Concrete Pavement, Small Quantity) will be paid for at the Contract unit price per metric ton (ton). Payment shall be full compensation for furnishing, mixing, hauling, and placing the material specified and for furnishing all labor, tools, equipment, and incidentals necessary to complete the work.

Payment for Pay Adjustments shall be debited against the Contract prices (Lump Units) bid for the Pay Adjustment items.

The cost of repairing bridge deck core areas will not be paid for separately, but will be considered incidental to Special Provision (Bituminous Concrete Pavement, Small Quantity).

The costs of furnishing testing facilities and supplies at the plant will be considered included in the Contract unit price of Special Provision (Bituminous Concrete Pavement, Small Quantity).

The costs of obtaining, furnishing, transporting, and providing the straightedges required by Subsection 406.16 or Subsection 490.16, as appropriate, will be paid for under the appropriate Section 631 pay item included in the Contract.

The costs associated with obtaining samples for acceptance testing will be incidental to the cost of Special Provision (Bituminous Concrete Pavement, Small Quantity).

When not specified as items in the Contract, the costs of cleaning and filling joints and cracks, sweeping and cleaning existing paved surfaces, the emulsified asphalt applied to tack existing and new paved surfaces, and tacking of manholes, curbing, gutters, and other contact surfaces will not be paid for directly, but will be incidental to Special Provision (Bituminous Concrete Pavement, Small Quantity).

Special Provision (Bituminous Concrete Pavement, Small Quantity) mixture approved by the Engineer for use in correcting deficiencies in the base course constructed as part of the Contract will not be paid for as Special Provision (Bituminous Concrete Pavement, Small Quantity), but will be incidental to the Contract item for the specified type of base course.

Special Provision (Bituminous Concrete Pavement, Small Quantity) mixture used to correct deficiencies in an existing pavement or to adjust the grade of a bituminous concrete surface completed under the Contract will be paid for at the Contract unit price for Special Provision (Bituminous Concrete Pavement, Small Quantity).

Payment will be made under:

<u>Pay Item</u>	<u>Pay Unit</u>
900.650 Special Provision (Mat Density Pay Adjustment, Small Quantity)(N.A.B.I.)	Lump Unit
900.650 Special Provision (Mixture Pay Adjustment) (N.A.B.I.)	Lump Unit
900.680 Special Provision (Bituminous Concrete Pavement, Small Quantity)	Ton