**FY2024 Contract Seal Coat Book Job Guidelines**

* **Selection guidance on the aggregate grade of seal coat will be as follows:**

The type of bituminous material and grade of liquid asphalt is selected by the contractor. Differing aggregate qualities are available and specified according to the roadway traffic as shown in the tables below:

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| **Two Way Traffic** |
| **Seal Coat Grade** | **ADT** |
| C | < 750 and any shoulders |
| B1 & B2 | < 1,700 |
| A1 | < 3,500 |
| A2 | < 8,500 |

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| **Divided Highways** |
| **Seal Coat Grade** | **ADT** |
| B1 & B2 | < 3,500 |
| A1 | < 14,000 |
| A2 | < 17,000 |

Grades A1 and B1 are coarse (3/8”) aggregate seals and should be used on pavement surfaces with minor distresses. Grades A2 and B2 are fine (1/4”) aggregate seals and should be used on pavement surfaces with little to no distresses. Higher grades (grades associated with higher ADT) maybe substituted for lower grades.

A seal coat placed on a porous surface such as an aggregate base should receive a prime coat. If a prime coat is used, the appropriate pay item must be added to the project.

* The JSP template is located in [EPG 409 Seal Coat Program](http://epg.modot.mo.gov/index.php?title=Category:409_Seal_Coat). The DBE Program Requirements should not be included with Seal Coat Projects. Additionally, the Contractor QC JSP’s should be included with Seal Coat Projects.
* Major surface irregularities should be corrected by maintenance forces at least two weeks prior to the Notice to Proceed date by placing cold or hot mix.
* Proper design of a seal coat consists of determining the proper rate of application for the bituminous material and cover aggregate. Contact the District Pavement Specialist for the target emulsion application rate to place on typicals, and to determine quantities.
* **STRIPING: Striping is to be included in the contract.** The district will need to add striping log miles and quantities to the Summary of Quantity sheets. The district shall verify that the existing passing zones are correct. All incorrect zones shall be corrected in the log miles on Summary of Quantity sheets. The striping log mile sheets are preferred to be submitted with the PS&E documents. Striping should be performed after a minimum 7-day cure time after placement of the seal coat. If contract striping is not included, the contract must include payment for TRPM’s and the district will need to coordinate with striping crews to have the permanent stripe down within 14 days after paving.
* **Contract Time:** The contract time will need to be specified in the *Contract Liquidated Damages* JSP. The general rule is two (2) calendar days for every one (1) working day with a minimum of 30 calendar days unless the district has justification for a tighter time frame due to impacts to the traveling public. For contracts that have multiple projects, specify the number of calendar days per each project. When multiple routes are grouped into a single project (i.e., Job Number), sum the number of calendar days for all routes and use that total for the project calendar days. Do not list the number of calendar days per each Location (route). Use the route with the highest ADT to determine the amount specified for Daily Road User Cost (i.e., liquidated damages).

**COMPLETION DATE:** September 1, 2024 (let before January 1, 2024)

September 1, 2025 (let after January 1, 2024)

For projects with a 2025 completion date, Seal Coat Completion of Work JSP (JSP-15-08) must be included in the JSPs. Additionally; the RE will be responsible to advise maintenance staff of the contractor proposed completion date in order to address any impacts to maintenance activities performed in effort to prepare the route for the contract treatment.

* **Bridges**: Bridges should be excepted unless prior written approval is obtained from the Bridge Division and submitted with the transmittal package. If included, bridge slab drains should be plugged. Existing guardrail at bridge ends and box culverts may need to be replaced, review EPG 606.1 Guardrail for replacement guidance. When replacing guardrail at existing bridge end connections that do not conform to the current standards, they should be considered for replacement or modification, consult the Bridge Division Liaison Engineer.
* **CMS Boards:** Include two (2) CMS boards (contractor furnished, without communication) in each contract. If there are multiple Seal Coat projects within a contract, include payment for the CMS boards in one project and include a JSP that states payment for the CMS boards shall include their use on (list all applicable Job numbers here).
* **LUMP SUM TEMPORARY TRAFFIC CONTROL JSP:** The Lump Sum Temporary Traffic Control JSP (JSP-22-01) may be used on Seal Coat contracts.
* **Pay Items: - Add additional bid items as needed.**

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| ***CONTRACTOR STRIPING***  |
| **Item No.** | **Description** |
| 4091048 | Emulsified Asphalt, Seal Coat |
| 40940XX | Seal Coat Aggregate, Grade A1, A2, B1, B2, or C |
| 6161005 | Construction Signs |
| 6181000 | Mobilization |
| 6206000C | 4 In White Standard Waterborne Pavement Marking Paint, Type P Beads |
| 6206001C | 4 In. Yellow Standard Waterborne Pavement Marking Paint, Type P Beads |
| 6161098A | Changeable Message Sign Without Communication Interface, Contractor Furnished, Contractor Retained |

* **FILLING OUT EMBEDDED EXCEL FILES IN THE JSP:** Double click on the tables to activate the embedded excel file, then fill it out like a normal excel file. Highlighted cells require user entered values that are used in the provided formulas. Make sure to put back the same number of digits as placeholders. For example, fill it out as 0.20 GAL/SY, since .2 Gal/SY may not work correctly. Based on the amount of quantities added to each table, you may need to delete empty rows and/or resize the excel window to show all of the quantities. If you have your own excel files you can delete the tables in the JSP and paste in your quantities where needed.

