

Job No.: JSL0143
Route: Various
County: Various

JOB SPECIAL PROVISIONS TABLE OF CONTENTS (ROADWAY)

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

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	MISSOURI HIGHWAYS AND TRANSPORTATION COMMISSION 105 W. CAPITOL AVE. JEFFERSON CITY, MO 65102 Phone 1-888-275-6636
	If a seal is present on this sheet, JSP's have been electronically sealed and dated.
	JOB NUMBER: JSL0143 VARIOUS COUNTIES, MO DATE PREPARED: October 7, 2024
	ADDENDUM DATE:
Only the following items of the Job Special Provisions (Roadway) are authenticated by this seal: All	

JOB
SPECIAL PROVISION

A. General - Federal JSP-09-02K

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

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

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

General Provisions & Supplemental Specifications

Supplemental Plans to July 2024 Missouri Standard Plans
For Highway Construction

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

B. Contract Liquidated Damages JSP- 13-01D

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

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

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Notice to Proceed: January 6th, 2025
Contract Completion Date: October 1, 2025

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

Project	Calendar Days	Daily Road User Cost
JSL0143	N/A	\$11,400

3.0 Liquidated Damages for Contract Administrative Costs. Should the contractor fail to complete the work on or before the contract completion date specified in Section 2.0, or within the number of calendar days specified in Section 2.1, whichever occurs first, the contractor will be charged contract administrative liquidated damages in accordance with Sec 108.8 in the amount of **\$750** per calendar day for each calendar day, or partial day thereof, that the work is not fully completed. For projects in combination, these damages will be charged in full for failure to complete one or more projects within the specified contract completion date or calendar days.

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

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

1.0 Description. Work zone traffic management shall be in accordance with applicable portions of Division 100 and Division 600 of the Standard Specifications, and specifically as follows.

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

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

2.0 Traffic Management Schedule.

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

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

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

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

2.5 Traffic Congestion. The contractor shall, upon approval of the engineer, take proactive measures to reduce traffic congestion in the work zone. The contractor shall immediately implement appropriate mitigation strategies whenever traffic congestion reaches an excess of **15 minutes** to prevent congestion from escalating beyond this delay threshold. If disruption of the traffic flow occurs and traffic is backed up in queues equal to or greater than the delay time threshold listed above, then the contractor shall immediately review the construction operations which contributed directly to disruption of the traffic flow and make adjustments to the operations to prevent the queues from reoccurring. Traffic delays may be monitored by physical presence on site or by utilizing real-time travel data through the work zone that generate text and/or email notifications where available. The engineer monitoring the work zone may also notify the contractor of delays that require prompt mitigation. The contractor may work with the engineer to determine what other alternative solutions or time periods would be acceptable. When a Work Zone Analysis Spreadsheet is provided, the contractor will find it in the electronic deliverables on MoDOT's Online Plans Room. The contractor may refer to the Work Zone Analysis Spreadsheet for detailed information on traffic delays.

2.5.1 Traffic Safety.

2.5.1.1 Recurring Congestion. Where traffic queues routinely extend to within 1000 feet of the ROAD WORK AHEAD, or similar, sign on a divided highway or to within 500 feet of the ROAD WORK AHEAD, or similar, sign on an undivided highway, the contractor shall extend the advance warning area, as approved by the engineer.

2.5.1.2 Non-Recurring Congestion. When traffic queues extend to within 1000 feet of the ROAD WORK AHEAD, or similar, sign on a divided highway or to within 500 feet of the ROAD WORK AHEAD, or similar, sign on an undivided highway infrequently, the contractor shall deploy a means of providing advance warning of the traffic congestion, as approved by the engineer. The warning location shall be no less than 1000 feet and no more than 0.5 mile in

advance of the end of the traffic queue on divided highways and no less than 500 feet and no more than 0.5 mile in advance of the end of the traffic queue on undivided highways.

2.7 Traffic Management Center (TMC) Coordination. The Work Zone Specialist (WZS) or their designee shall contact by phone the MoDOT Traffic Management Center Gateway Guide TMC at #314-275-1513 within five minutes of a lane or ramp closure beginning and within five minutes of a lane or ramp closure being removed. The WZS shall make this phone call 24 hours a day, 365 days of the year since the MoDOT Traffic Management Centers are always staffed.

3.0 Work Hour Restrictions.

3.1 Except for emergency work, as determined by the engineer, and long term lane closures required by project phasing, all lanes shall be scheduled to be open to traffic during the five major holiday periods shown below, from 12:00 noon on the last working day preceding the holiday until 6:00 a.m. on the first working day subsequent to the holiday unless otherwise approved by the engineer.

Memorial Day
Labor Day
Thanksgiving
Christmas
New Year's Day

3.1.1 Independence Day. The lane restrictions specified in Section 3.1 shall also apply to Independence Day, except that the restricted periods shall be as follows:

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

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

3.3 Any work requiring a reduction in the number of through lanes of traffic shall be completed in the work hours below. The contractor shall be aware that traffic volume data indicates construction operations on the roadway between the following hours will likely result in traffic queues greater than 15 minutes. Based on this, the contractor's operations will be restricted accordingly unless it can be successfully demonstrated the operations can be performed without a 15 minute queue in traffic. It shall be the responsibility of the engineer to determine if the above work hours may be modified. Working hours for evenings, weekends and holidays will be

determined by the engineer. The contractor may work during the following listed hours:

Westbound I-70 on the Blanchette Bridge over the Missouri River

Single Lane Closures: 7:00 p.m. - 7:00 a.m.

Double Lane Closures: 8:00 p.m. - 7:00 a.m.

Triple Lane Closures: 9:00 p.m. - 6:00 a.m.

MO-141 South of MO-30:

Single Lane Closures: 8:00 p.m. - 6:00 a.m.

Big Bend over MO-141:

Single Lane Closures: 8:00 p.m. - 5:00 a.m.

Full Closure allowed from 10:00 p.m. - 5:00 a.m.

Meramec Station Road:

No restrictions while flagging.

Ramps to and from Route AB on MO-141:

Full ramp closures from 8:00 p.m. – 5:00 a.m.

MO-141 North of 30:

Single lane Closures: 8:00 a.m. - 3:00 p.m. or 6:00 p.m. - 5:00 a.m.

Double Lane Closures: 6:00 p.m. - 5:00 a.m.

MO-340 over MO-141:

Single Lane Closures: 8:00 p.m. - 5:00 a.m.

Full Closure allowed from 10:00 p.m. - 5:00 a.m.

MO-340 Bridge A1618:

Single Lane Closures: 8:00 a.m. - 3:00 p.m. or 6:00 p.m. – 5:00 a.m.

I-270 Ramps to MO-364:

Single Lane Closures: 8:00 p.m. - 5:00 a.m.

Full Closure allowed: 10:00 p.m. – 5:00 a.m.

Dorsett Rd:

Single Lane Closures: 9:00 p.m. – 6:00 a.m.

Double Lane Closures: 9:00 p.m. – 6:00 a.m.

West Port Plaza:

No restrictions with single lane closures

MO-340 Bridges K0690 and A6648:

Single Lane Closures: 8:00 a.m. - 3:00 p.m. or 6:00 p.m. – 5:00 a.m.

MO-340 over I-270:

Single Lane Closures: 8:00 p.m. - 5:00 a.m.

Double Lane Closures: 8:00 p.m. - 5:00 a.m.

Full Closure allowed from 10:00 p.m. - 5:00 a.m

I-270 Northbound over Dorsett Rd:
Single Lane Closures: 7:00 p.m. – 6:00 a.m.
Double Lane Closures: 10:00 p.m. – 5:00 a.m.

I-270 Southbound over Dorsett Rd:
Single Lane Closures: 8:00 p.m. – 7:00 a.m.
Double Lane Closures: 10:00 p.m. – 6:00 a.m.

MO-340 over Woodcrest Executive Dr:
Single Lane Closures: 8:00 p.m. - 5:00 a.m.
Double Lane Closures: 9:00 p.m. - 5:00 a.m.

MO-340 over Chesterfield Parkway:
Single Lane Closures: 8:00 p.m. - 5:00 a.m.

Delmar over I-170:
Single Lane Closure: 8:00 p.m. – 6:00 a.m.

I-170 over MO-340:
Single Lane Closure: 7:00 p.m. – 6:00 a.m.
Double Lane Closure: 9:00 p.m. – 5:00 a.m.

Northbound I-170 over Nyflot ave, Frost Ave, and Frost Ave Ramp:
Single Lane Closure: 7:00 p.m. – 6:00 a.m.
Double Lane Closure: 9:00 p.m. – 5:00 a.m.

Southbound I-170 over Nyflot ave, Frost Ave, and Frost Ave Ramp:
Single Lane Closure: 7:00 p.m. – 6:00 a.m.
Double Lane Closure: 10:00 p.m. – 5:00 a.m.

Scudder Rd Over I-170:
Full Closure from 8:00 p.m. – 6:00 a.m.

Northbound I-170 over MO-180
Single Lane Closure: 8:00 p.m. – 6:00 a.m.
Double Lane Closure: 10:00 a.m. – 5:00 a.m.

Southbound I-170 over MO-180:
Single Lane Closure: 8:00 p.m. – 6:00 a.m.
Double Lane Closure: 11:00 p.m. – 5:00 a.m.

I-70 Westbound at I-170:
Single Lane Closures: 10:00 p.m. - 6:00 a.m.
Double Lane Closures: 12:00 a.m. - 4:00 a.m.

I-70 Eastbound at I-170:
Single Lane Closures: 8:00 p.m. - 5:00 a.m.
Double Lane Closures: 12:00 a.m. - 5:00 a.m.

I-70 Eastbound at I-170:
Single Lane Closures: 8:00 p.m. - 5:00 a.m.

Double Lane Closures: 12:00 a.m. - 5:00 a.m.

Ramp from I-70 Eastbound to I-170 Westbound:
Full Closure from: 10:00 p.m. - 5:00 a.m.

I-70 Westbound at 5th Street:
Single Lane Closures: 8:00 p.m. - 7:00 a.m.
Double Lane Closures: 8:00 p.m. - 7:00 a.m.

I-70 Eastbound at 5th Street:
Single Lane Closures: 9:00 p.m. - 5:00 a.m.
Double Lane Closures: 10:00 p.m. - 5:00 a.m.

Convention Center Boulevard
Single Lane Closures: 9:00 p.m. - 5:00 a.m.

Ramp from Eastbound I-70 to 5th Street
Full Ramp Closure allowed from 10:00 p.m. – 5:00 a.m. Sundays through Thursdays

Cave Springs Road
Full Closure of interchange allowed from 10:00 p.m. – 5:00 a.m. No lane closure may be performed elsewhere during this closure.

Zumbehl Road
Full Closure of interchange allowed from 10:00 p.m. – 5:00 a.m. No lane closure may be performed elsewhere during this closure.

Bennington Place over MO-364:
Single Lane Closures: 7:00 p.m. - 6:00 a.m.
Double Lane Closures: 7:00 p.m. - 6:00 a.m.

MO-364 Eastbound over Arena Parkway:
Single Lane Closures: 10:00 a.m. - 5:00 a.m.
Double Lane Closures: 7:00 p.m. - 5:00 a.m.

Ramp from MO-364 Eastbound to MO-94 Eastbound:
Single Lane Closures: 10:00 a.m. - 5:00 a.m. Contractor to work with the Engineer on providing closure plan.

Ramp from MO-94 Westbound to MO-364 Westbound:
Single Lane Closures: 8:00 p.m. - 6:00 a.m.

MO-364 Westbound over Woodstone Dr and Jungermann Rd:
Single Lane Closures: 7:00 p.m. - 2:00 p.m.
Double Lane Closures: 8:00 p.m. - 12:00 p.m. (noon)

MO-364 Eastbound over Woodstone Dr and Jungermann Rd:
Single Lane Closures: 10:00 a.m. - 5:00 a.m.
Double Lane Closures: 10:00 p.m. - 5:00 a.m.

Harvesttowne Dr, Mid Rivers Mall Dr, and Bryan Road over MO-364:

Single Lane Closures: 9:00 a.m. - 5:00 a.m.

Ramp from MO-364 Westbound/Mid Rivers Mall Dr to Westbound MO-94:

Full Closures: 10:00 p.m. - 5:00 a.m. Contractor to work with the Engineer on providing closure plan.

MO-364 Westbound west of Mid Rivers Mall Drive:

Single Lane Closures: 9:00 p.m. - 12:00 p.m. (noon)

MO-364 Eastbound west of Mid Rivers Mall Drive:

Single Lane Closures: 7:00 p.m. - 5:00 a.m.

Gutermuth Rd over MO-364:

Flagging: 9:00 p.m. - 5:00 a.m.

Route K both directions:

Single Lane Closures: 6:00 p.m. - 6:00 a.m.

MO-94 over I-64 both directions:

Single Lane Closures: 9:00 p.m. - 5:00 a.m.

MO-79 over I-70 both directions:

Single Lane Closures: 9:00 p.m. - 5:00 a.m.

Double Lane Closures: 10:00 p.m. - 5:00 a.m. (no full directional closures)

I-70 Westbound over Belleau Creek:

Single Lane Closures: 8:00 p.m. - 6:00 a.m.

Double Lane Closures: 10:00 p.m. - 6:00 a.m.

I-70 Eastbound over Belleau Creek:

Single Lane Closures: 9:00 p.m. - 5:00 a.m.

Double Lane Closures: 10:00 p.m. - 5:00 a.m.

Ramp from Westbound I-70 to TR Hughes:

Single Lane Closures: 9:00 p.m. - 5:00 a.m.

Double Lane Closures: 9:00 p.m. - 5:00 a.m.

Woodlawn over I-70:

Single Lane Closures/Flagging: 9:00 p.m. - 5:00 a.m. (no full directional closures)

U-Turn ramp: 9:00 p.m. - 5:00 a.m. (must close lane and route through signal)

Bryan Road over I-70:

Single Lane Closures/Flagging: 9:00 p.m. - 5:00 a.m. (no full directional closures)

When closing a single southbound through lane on the bridge, one of the left turn lanes for the WB I-70 off ramp must also be closed

3.4 The contractor shall not alter the start time, ending time, or a reduction in the number of through lanes of traffic or ramp closures without advance notification and approval by the

engineer. The only work zone operation approved to begin 30 minutes prior to a reduction in through traffic lanes or ramp closures is the installation of traffic control signs. Should lane closures be placed or remain in place, prior to the approved starting time or after the approved ending time, the Commission, the traveling public, and state and local police and governmental authorities will be damaged in various ways, including but not limited to, increased construction administration cost, potential liability, traffic and traffic flow regulation cost, traffic congestion and motorist delays, with a resulting cost to the traveling public. These damages are not easily computed or quantified. Therefore, the contractor will be charged with liquidated damages specified in the amount of **\$1,000 per 15 minute increment** for each 15 minutes that the temporary lane closures are in place and not open to traffic in excess of the limitation as specified elsewhere in this special provision. It shall be the responsibility of the engineer to determine the quantity of unapproved closure time.

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

4.0 Detours and Lane Closures.

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

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

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

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

1.0 The contractor shall have communication equipment on the construction site or immediate access to other communication systems to request assistance from law enforcement or other emergency agencies for incident management. In case of traffic accidents or the need for law enforcement to direct or restore traffic flow through the job site, the contractor shall notify law

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enforcement or other emergency agencies immediately as needed. The area engineer's office shall also be notified when the contractor requests emergency assistance.

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

Missouri Highway Patrol (636) 300-2800		
City of St. Charles	City of Bridgeton	City of Creve Coeur
Fire: (636) 937-7661	Fire: (314) 739-3118	Fire: (314) 432-5570
Police: (636) 937-5184	Police: (314) 739-7557	Police: (314) 432-8000
St. Louis County Police: (636) 529-8210		
St. Charles County Police: (636) 797-5000		
MoDOT TMC Operating Hours 24/7/365 Dispatch: (314) 275-1500		

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

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

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

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

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

Stacey Smith, P.E., Project Contact
Transportation Project Manager
MoDOT St. Louis District
1590 Woodlake Drive
Chesterfield, MO 63017
Phone: (314) 453-5084
Email: Anastasia.Smith@modot.mo.gov

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

F. Supplemental Revisions JSP-18-01DD

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

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

Stormwater Compliance Requirements

1.0 Description. This provision requires the contractor to provide a Water Pollution Control Manager (WPCM) for any project that includes land disturbance on the project site and the total area of land disturbance, both on the project site, and all Off-site support areas, is one (1) acre or more. Regardless of the area of Off-site disturbance, if no land disturbance occurs on the project site, these provisions do not apply. When a WPCM is required, all sections within this provision shall be applicable, including assessment of specified Liquidated Damages for failure to correct Stormwater Deficiencies, as specified herein. This provision is in addition to any other stormwater, environmental, and land disturbance requirements specified elsewhere in the contract.

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

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

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

2.1 Duties of the WPCM:

- (a) Be familiar with the stormwater requirements including the current MoDOT State Operating Permit for construction stormwater discharges/land disturbance activities; MoDOT’s statewide Stormwater Pollution Prevention Plan (SWPPP); the Corps of

Engineers Section 404 Permit, when applicable; the project specific SWPPP, the Project's Erosion & Sediment Control Plan; all applicable special provisions, specifications, and standard drawings; and this provision;

- (b) Successfully complete the MoDOT Stormwater Training Course within the last 4 years. The MoDOT Stormwater Training is a free online course available at MoDOT.org;
- (c) Attend the Pre-Activity Meeting for Grading and Land Disturbance and all subsequent Weekly Meetings in which grading activities are discussed;
- (d) Oversee and ensure all work is performed in accordance with the Project-specific SWPPP and all updates thereto, or as designated by the engineer;
- (e) Review the project site for compliance with the Project SWPPP, as needed, from the start of any grading operations until final stabilization is achieved, and take necessary actions to correct any known deficiencies to prevent pollution of the waters of the state or adjacent property owners prior to the engineer's weekly inspections;
- (f) Review and acknowledge receipt of each MoDOT Inspection Report (Land Disturbance Inspection Record) for the Project within forty eight (48) hours of receiving the report and ensure that all Stormwater Deficiencies noted on the report are corrected as soon as possible, but no later than stated in Section 5.0.

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

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

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

5.0 Stormwater Deficiency Corrections. All stormwater deficiencies identified in the Inspection Report shall be corrected by the contractor within 7 days of the inspection date or any extended period granted by the engineer when weather or field conditions prohibit the corrective work. If the contractor does not initiate corrective measures within 5 calendar days of the inspection date or any extended period granted by the engineer, all work shall cease on the

project except for work to correct these deficiencies, unless otherwise allowed by the engineer. All impact costs related to this halting of work, including, but not limited to stand-by time for equipment, shall be borne by the Contractor. Work shall not resume until the engineer approves the corrective work.

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

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

Delete Sec 106.9 in its entirety and substitute the following:

106.9 Buy America Requirements.

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

106.9.1 Buy America Requirements for Iron and Steel.

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

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

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

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

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

106.9.4 Buy America requirements include a step certification for all fabrication processes of all steel or iron materials that are accepted per Sec 1000. The AASHTO Product Evaluation and

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

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

106.9.4.2 Items designated as Category 2 will include all other steel or iron products not in Category 1 and permanently incorporated in the project. Category 2 items shall consist of, but not be limited to items such as fencing, guardrail, signing, lighting and signal supports. The prime contractor is required to submit a material of origin form certification prior to incorporation into the project from the fabricator for each item that the product is domestic. The Certificate of Materials Origin form ([link to certificate form](#)) from the fabricator must show all steps of manufacturing, including coating, as being completed in the United States and in accordance with CFR Title 23 Section 635.410 Buy America Requirements and be signed by a fabricator representative. The engineer reserves the right to request additional information and documentation to verify that all Buy America requirements have been satisfied. These documents shall be submitted upon request by the engineer and retained for a period of 3 years after the last reimbursement of the material.

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

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

106.9.6 Buy America Requirements for Construction Materials other than iron and steel materials. Construction materials means articles, materials, or supplies that consist of only one

of the items listed. Minor additions of articles, materials, supplies, or binding agents to a construction material do not change the categorization of the construction material. Upon request by the engineer, the contractor shall submit a domestic certification for all construction materials listed that are incorporated into the project.

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

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

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

106.9.7 Buy America Requirements for Manufactured Products.

Manufactured products means:

- (a) Articles, materials, or supplies that have been:
 - (i) Processed into a specific form and shape; or
 - (ii) Combined with other articles, materials, or supplies to create a product with different properties than the individual articles, materials, or supplies.
- (b) If an item is classified as an iron or steel product, a construction material, or a section 70917(c) material under § 184.4(e) and the definitions set forth in this section, then it is not a manufactured product. However, an article, material, or supply classified as a manufactured product under § 184.4(e) and paragraph (1) of this definition may include components that are construction materials, iron or steel products, or section 70917(c) materials.

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

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

Pavement Marking Paint Requirements for Standard Waterborne and Temporary

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

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

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

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

G. Utilities

1.0 The Contractor shall be aware there are numerous utilities present along the routes in this contract. Utility locates were not performed during the design phase of the project; therefore, the extent of conflicts with utilities are unknown. It is the inherent risk of the work under this contract that the contractor may encounter these utilities above and/or below the ground or in the vicinity of any given work item which may interfere with their operations. The contractor expressly acknowledges and assumes this risk even though the nature and extent are unknown to both the contractor and the Commission at the time of bidding and award of the contract.

2.0 Overhead Lines. The contractor shall be aware of any overhead lines within the proximity of work while performing bridge deck sealing. The contractor shall protect the integrity of any existing facility in close proximity to contract work while performing construction activities.

3.0 If utility facilities are discovered the contractor shall contact the MoDOT Area Utility Coordinator, Dave Brunjes at (314) 439-6297. District Utility staff will determine whether adjustment of the utility is necessary, if alternate construction methods will be required, or if the

work can be installed in accordance with Missouri Standard Plans for Highway Construction for the item of work specified.

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

H. Pavement Marking Construction Requirements

The Contractor shall be required to provide the following project efforts and miscellaneous project requirements for the successful completion of this project:

1. The Contractor shall remove all durable intersection pavement marking (arrows, symbols, and stop bars) prior to the application of the concrete crack filler. All long line striping that is thermoplastic may be used in place.
2. The Contractor shall prepare the surface by removing all surface concrete crack filler before placing thermoplastic.

I. Fixed Price/Variable Scope

1.0 Description. The scope of this project is to provide concrete crack filler and striping at the following locations.

1.1 The following locations are included in the initial bid quantities:

- a) L05619 (0.779 miles) I-70 Westbound over the Missouri River
- b) A26843 (0.027 miles): MO-141 Southbound over Sugar Creek
- c) A26844 (0.027 miles): MO-141 Northbound over Sugar Creek
- d) A26722 (0.053 miles): MO-141 over MO-21
- e) A58561 (0.030 miles): Big Bend Road over MO-141
- f) Z07783 (0.010 miles): Meramec Station Road over Grand Glaze Creek
- g) A78111 (0.106 miles): Ramp from Route AB to MO-141 Northbound over Creve Coeur Creek
- h) A78121 (0.103 miles): MO-141 over Creve Coeur Creek
- i) A78131 (0.106 miles): Ramp from MO-141 Northbound to Route AB over Creve Coeur Creek
- j) A78151 (0.027 miles): MO-340 over MO-141
- k) A16184 (0.035 miles): MO-340 over Creve Coeur Creek
- l) A76591 (0.039 miles): I-270 over Dorsett Road
- m) A78771 (0.039 miles): Ramp from I-270 Northbound to MO-364 Westbound over I-270
- n) A78761 (0.040 miles): Ramp from I-270 Northbound to MO-364 Westbound over Route D/MO-364
- o) A85861 (0.032 miles): Dorsett Road/Midland Blvd over US-67
- p) A35472 (0.050 miles): Westport Plaza Drive over Route D
- q) K06903 (0.023 miles): MO-340 over River Des Peres
- r) A66481 (0.057 miles): MO-340 over US-67
- s) A59301 (0.037 miles): MO-340 over I-270
- t) A59321 (0.022 miles): MO-340 over Woodcrest Executive
- u) A46581 (0.042 miles): MO-340 Eastbound over Chesterfield Parkway West
- v) A46591 (0.042 miles): MO-340 Westbound over Chesterfield Parkway West
- w) A77151 (0.028 miles): Delmar Blvd over I-170
- x) A67231 (0.045 miles): Westbound I-170 over MO-340
- y) A67241 (0.045 miles): Eastbound I-170 over MO-340

- z) A31712 (0.090 miles): Westbound I-170 over MO-180
- aa) A31722 (0.085 miles): Eastbound I-170 over MO-180
- bb) A30012 (0.068 miles): Westbound I-70 over Eastbound I-170 TO WB I-70 AND Eastbound I-170
- cc) A30082 (0.055 miles): Westbound I-70 over Westbound I-170
- dd) A30033 (0.077 miles): Eastbound I-70 ramp to Westbound I-170 over Eastbound I-170
- ee) A30042 (0.041 miles): Eastbound I-70 over Eastbound I-170
- ff) A30052 (0.062 miles): Eastbound I-70 over Westbound I-170
- gg) A29943 (0.073 miles): Scudder Ave over I-170
- hh) A29872 (0.031 miles): Westbound I-170 over Frost Ave Ramp
- ii) A29862 (0.034 miles): Eastbound I-170 over Frost Ave Ramp
- jj) A29852 (0.036 miles): Westbound I-170 over Frost Ave
- kk) A29843 (0.037 miles): Eastbound I-170 over Frost Ave
- ll) A29083 (0.052 miles): Westbound I-170 over Nyflot Ave
- mm) A29084 (0.056 miles): Eastbound I-170 over Nyflot Ave
- nn) A35834 (0.037 miles): Westbound I-70 over 5th Street
- oo) A35824 (0.037 miles): Eastbound I-70 over 5th Street
- pp) A83932 (0.039 miles): Fairgrounds Road Blvd over I-70
- qq) A83941 (0.023 miles): Eastbound I-70 to 5th Street over Ramp from Fairgrounds to Eastbound I-70
- rr) A93031 (0.036 miles): Zumbahl Road over I-70
- ss) A92941 (0.034 miles): Cave Springs Road over I-70

1.2 The following locations, in priority order, are included as the variable scope portion of the contract:

- a) A57463 (0.047 miles): Bennington Road over MO-364
- b) A57572 (0.047 miles): Eastbound MO-364 over Arena Parkway
- c) A59411 (0.120 miles): Eastbound MO-364 to Eastbound MO-94 over MO-364
- d) A62191 (0.026 miles): Westbound MO-94 to Westbound MO-364 over ramp from Westbound MO-364 to North Outer Road MO-94/MO-364
- e) A76931 (0.027 miles): Westbound MO-364 over Woodstone Dr
- f) A76651 (0.027 miles): Eastbound MO-364 over Woodstone Dr
- g) A76901 (0.027 miles): Westbound MO-364 over Jungermann Rd
- h) A62111 (0.027 miles): Eastbound MO-364 over Jungermann Rd
- i) A62101 (0.041 miles): Harvestowne industrial Dr over MO-364
- j) A78651 (0.041 miles): Mid Rivers Mall Dr Over MO-364
- k) A82071 (0.046 miles): Ramp from Westbound MO-364 and from Mid Rivers Mall Drive to Westbound MO-94 over MO-364
- l) A82041 (0.020 miles): Westbound MO-364 over Motherhead Rd
- m) A59951 (0.020 miles): Eastbound MO-364 over Motherhead Rd
- n) A61062 (0.038 miles): Gutermuth Rd over MO-364
- o) A61052 (0.021 miles): Westbound MO-364 over Crooked Creek
- p) A61041 (0.021 miles): Eastbound MO-364 over Crooked Creek
- q) A58751 (0.046 miles): Westbound MO-364 over Dardenne Creek
- r) A58741 (0.046 miles): Eastbound MO-364 over Dardenne Creek
- s) A82011 (0.025 miles): Westbound MO-364 over Tributary B
- t) A61031 (0.025 miles): Eastbound MO-364 over Tributary B
- u) A81981 (0.043 miles): Westbound MO-364 over Route K
- v) A59941 (0.043 miles): Eastbound MO-364 over Route K
- w) A81951 (0.043 miles): Bryan Road/Route N over MO-364
- x) A81921 (0.020 miles): Westbound MO-364 over Hanley Rd

- y) A81911 (0.020 miles): Eastbound MO-364 over Hanley Rd
- z) A81881 (0.018 miles): Westbound MO-364 over Henke Rd
- aa) A61191 (0.018 miles): Eastbound MO-364 over Henke Rd
- bb) A50642 (0.111 miles): Route K over Dardenne Creek
- cc) A50652 (0.032 miles): Route K over Schote Creek
- dd) A63201 (0.058 miles): Route K over I-64
- ee) A62352 (0.067 miles): MO-94 over I-64
- ff) A42943 (0.057 miles): MO-79 over I-70
- gg) L07115 (0.025 miles): I-70 over Belleau Creek
- hh) A60401 (0.038 miles): Westbound I-70 to TR Hughes over Belleau Creek
- ii) A60533 (0.050 miles): Woodlawn Ave over I-70
- jj) A50452 (0.056 miles): Bryan Rd over I-70

2.0 Fixed Budget. The above locations are listed in priority order. The Commission has a \$2,127,000 maximum fixed budget for this project. The contractor shall begin installation on the first location and continue down the list completing as many whole locations as possible within the fixed budget. It is the responsibility of the contractor to not exceed the budget listed above. Any contract costs incurred above this amount will be the responsibility of the contractor, unless approved by change order.

3.0 Basis of Award. The award of the contract will be based on the lowest responsible bidder based on their total bid for the itemized quantities for the locations in Section 1.1 of this JSP in the proposal and unit price bid.

4.0 Variable Scope. Contract quantities will be adjusted after the award of the contract as necessary to match the budgeted amount stated in Section 2.0 of this JSP. In the event there is additional scope added to the contract as described in this Fixed Price/Variable Scope JSP Section 1.2, an extension of contract time will NOT be granted. There will be no adjustment made to the Mobilization and Traffic Control pay items resulting to any change orders for variable scope.

J. Bonds

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

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

K. Airport Requirements JSP-15-09

1.0 Description. The project is located near a public use airport or heliport or is more than 200 feet above existing ground level, which requires adherence to Federal Aviation Regulation Part 77 (FAA Reg Part 77). "Near" to a public use airport or heliport is defined as follows:

- 20,000 feet (4 miles) from an airport with a runway length of at least 3,200 feet
- 10,000 feet (2 miles) from an airport with runway length less than 3,200 feet
- 5,000 feet (1 mile) from a public use heliport

2.0 The maximum height of the improvement and the equipment operating while performing the improvements was assumed to be 15 feet above the current travelway during the process of evaluating the project for compliance with FAA Reg Part 77.

2.1 If the contractor's height of equipment or if the improvement itself is beyond the assumed height as indicated in Sec 2.0, the contractor will work with the resident engineer to fill out the Form 7460-1, or revise the original Form 7460-1 based upon the proposed height and resubmit, if necessary, for a determination by FAA on compliance with FAA Reg Part 77. Further information can be found in MoDOT's Engineering Policy Guide 235.8 Airports. If the Form 7460-1 must be filed, the associated work shall not be performed prior to the FAA determination, which could take up to 45 days.

2.2 If the contractor's height of equipment and the improvement itself is below the assumed height as indicated in Sec 2.0, no further action is necessary to fulfill the requirements set forth in FAA Reg Part 77.

3.0 Basis of Payment. There will be no direct payment for any work associated with this provision. Contract time extension will be given for the time necessary to obtain or revise the FAA permit. Any delays or costs incurred in obtaining the revised permit will be noncompensable.

L. Coordination with Other Projects

1.0 Description. The contractor shall coordinate traffic management between the following projects within or near the projects limits:

MoDOT Job Number JSL0127 Striping along I-70 in the St. Louis District

MoDOT Job Number JSL0173 Striping along MO-364 and I-44 in the St. Louis District

MoDOT Job Number J6I3571 Bridge painting along I-70 and at the I-70 and I-170 interchange

1.1 This list of projects is not all inclusive. The contractor shall be aware that there may be other projects including, but not limited to, utility, St. Louis County, Cities, private, MoDOT, maintenance, permit, or other projects that may impact construction or traffic control in the vicinity of the project. It shall be the responsibility of the contractor to determine what, if any projects other than the ones listed above may impact this project and work to coordinate construction and traffic management efforts between this project and any other project involved.

2.0 No direct payment will be made to the contractor to recover the cost of equipment, labor, materials or time required to fulfill the above provisions, unless specified elsewhere in the contract document.

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

1.0 Delete Sec 616.11 and insert the following:

616.11 Method of Measurement. Measurement for relocation of post-mounted signs will be made to the nearest square foot of sign area only for the signs designated for payment on the

plans. All other sign relocations shall be incidental. Measurement for construction signs will be made to the nearest square foot of sign area. Measurement will be made per each for each of the temporary traffic control items provided in the contract.

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

2.0 Delete Sec 616.12 and insert the following:

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

- (a) Incidental items necessary to complete the work, unless specifically provided as a pay item in the contract.
- (b) Installing, operating, maintaining, cleaning, repairing, removing, or replacing traffic control devices.
- (c) Covering and uncovering existing signs and other traffic control devices.
- (d) Relocating temporary traffic control devices, including permanent traffic control devices temporarily relocated, unless specifically included as a pay item in the contract.
- (e) Worker apparel.
- (f) Flaggers, AFADs, PFDs, pilot vehicles, and appurtenances at flagging stations.
- (g) Furnishing, installing, operating, maintaining, and removing construction-related vehicle and equipment lighting.
- (h) Construction and removal of temporary equipment crossovers, including restoring pre-existing crossovers.
- (i) Provide and maintaining work zone lighting and work area lighting.

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

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

- (a) The first payment will be made when five percent of the original contract amount is earned. The payment will be 50 percent of the price for LSTTC, or five percent of the original contract amount, whichever is less.
- (b) The second payment will be made when 50 percent of the original contract amount is earned. The payment will be 25 percent of the price for LSTTC, or 2.5 percent of the original contract amount, whichever is less.
- (c) The third payment will be made when 75 percent of the original contract amount is earned. The payment will be 20 percent of the price for LSTTC, or two percent of the original contract amount, whichever is less.
- (d) Payment for the remaining balance due for LSTTC will be made when the contract has been accepted for maintenance or earlier as approved by the engineer.

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

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

Due to the increased Federal Share, the project components related to the innovation(s) described above must be constructed with the materials, quantities, methods and innovations as shown on the project plans and specifications. If the contractor requests materials, quantities, methods or innovations other than those included in the plans and specifications, the request must be reviewed and approved by the Commission and FHWA. Approved changes to the innovation items above shall be at no additional cost to the Commission and shall not increase the contract time.

2.0 Special Consideration of Change Orders and Value Engineering Change Proposals (VECP). Change ordering and/or value engineering the pay item(s) listed in section 1.0 jeopardize the ability for the Commission to receive an additional Federal Share for the overall contract value. Special consideration should be given to the change order value for removing or modifying such item(s) from the contract ensuring the benefit outweighs the cost.

3.0 Contacting Financial Services. If it is determined that the proposed change order and/or VECP outweighs the additional overall five percent Federal Share value, the Engineer shall notify the MoDOT project manager.

N. Contractor Quality Control NJSP-15-42

1.0 The contractor shall perform Quality Control (QC) testing in accordance with the specifications and as specified herein. The contractor shall submit a Quality Control Plan (QC

Plan) to the engineer for approval that includes all items listed in Section 2.0, prior to beginning work.

2.0 Quality Control Plan.

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

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

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

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

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

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

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

4.0 Work Planning and Scheduling.

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

4.2 Weekly Meeting. When work is active, the contractor shall hold a weekly project meeting with the engineer to review the planned activities for the following week and to resolve any

outstanding issues. Attendees shall include the engineer, the contractor superintendent or project manager and any foreman leading major activities. This meeting may be waived when, in the opinion of the engineer, a meeting is not necessary. Attendees may join the meeting in person, by phone or video conference.

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

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

4.4.1 A list of typical Hold Point events is available on the MoDOT website. Use of the Hold Point process will only be required for the project-specific list of Hold Points, if any, that the engineer submits to the contractor in advance of the work. The engineer may make changes to the Hold Point list at any time.

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

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

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

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

O. Thermoplastic Pavement Markings

1.0 Description. This work shall consist of installing a minimum of 1.5 inch black outside contrast border surrounding any pavement marking arrow installed on existing or proposed concrete pavement at all locations where it currently exists. The known location on this project is on A5746 on Bennington Rd.

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