

JOB SPECIAL PROVISIONS TABLE OF CONTENTS (ROADWAY)

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


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Job No.: JSL0035

Route: 100

County: Franklin

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	Certificate of Authority: 000631 Consultant Phone: 314-436-5500
	If a seal is present on this sheet, JSP's have been electronically sealed and dated.
	JOB NUMBER: JSL0035 FRANKLIN COUNTY, MO DATE PREPARED: 9/23/24
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](http://www.modot.org) under "Doing Business with MoDOT", "Contractor Resources". Effective Wage Rates will be posted 10 days prior to the applicable bid opening. These supplemental bidding documents have important legal consequences. It shall be conclusively presumed that they are in the bidder's possession, and they have been reviewed and used by the bidder in the preparation of any bid submitted on this project.

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

General Provisions & Supplemental Specifications

Supplemental Plans to July 2024 Missouri Standard Plans  
For Highway Construction

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

B. Contract Liquidated Damages JSP- 13-01D

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

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

Notice to Proceed: February 10, 2025  
Contract Completion Date: November 24, 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
<b>JSL0035</b>	<b>N/A</b>	<b>\$2,300</b>

**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 **\$2,000** 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 – Route 100 (4/5 Lane Sections).** The contractor shall, upon approval of the engineer, take proactive measures to reduce traffic congestion in the work zone. The contractor shall immediately implement appropriate mitigation strategies whenever traffic congestion reaches an excess of **10 minutes** to prevent congestion from escalating 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.

**2.6 Transportation Management Plan.** The contractor Work Zone Specialist (WZS) shall review the Transportation Management Plan (TMP), found as an electronic deliverable on

MoDOT's Online Plans Room and discuss the TMP with the engineer during the preconstruction conference. Throughout the construction project, the WZS is responsible for updating any changes or modifications to the TMP and getting those changes approved by the engineer a minimum of two weeks in advance of implementation. The WZS shall participate in the post construction conference and provide recommendations on how future TMPs can be improved.

**2.7 Traffic Management Center (TMC) Coordination.** The Work Zone Specialist (WZS) or their designee shall contact by phone the MoDOT Traffic Management Center (KC Scout TMC at #816-347-2250 or 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:

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

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

**3.3** The contractor shall be aware that traffic volume data indicates construction operations on the roadbed between the following hours will likely result in traffic queues greater than 15 minutes. Based on this, the contractor's operations will be restricted accordingly unless it can be successfully demonstrated the operations can be performed without a 15 minute queue in traffic. It shall be the responsibility of the engineer to determine if the above work hours may be modified.

Working hours for evenings, weekends and holidays will be determined by the engineer. Any work requiring a reduction in the number of through lanes will not be allowed at the following locations and times:

EB & WB Route 100 from Fifth St. to Route AT:

5:30 am - 8:00 am & 3:00 pm - 6:00 pm

(Note: Route 100 EB lane closures during these times will be allowed to construct the new bridge deck on structure H03532 as shown on the traffic control sheets in the plans.)

Route 100 from Route AT to I-44 (Gray Summit):

5:00 am - 8:00 pm

Route 100 from I-44 (Gray Summit) to Route OO:

5:00 am - 8:30 am & 2:00 pm – 7:00 pm

**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.

## **5.0 Interchange Exit Ramp Traffic Flow.**

The contractor is required to pay special attention at all times to the traffic flow on the interchange exit ramps at the following interchanges when work is actively taking place and/or roadway restrictions are in place related to work on this project.

I-44 at Route 100 (interchange near Route AT)  
I-44 at Route 100 (interchange near W. Osage St./BL-44 – Gray Summit Overpass Intersections)

If at any time the traffic queue along any of the exit ramps at these interchanges exceeds 75% of the storage distance to the pavement gore point from the start of the ramps, immediate corrective action shall be required to modify traffic flow in order to avoid further backup along the ramps which could result in a traffic safety issue. Immediate corrective action means work may need to be abruptly halted to open traffic lanes and/or provide more traffic flow resulting in a reduction of the traffic queue on the ramps. Work will not be allowed to proceed, or restrictions reinstated until such time as the traffic queue on the exit ramps is reduced to 25% of the storage length of the ramps to the pavement gore point at the start of the ramps, or at the discretion of the Engineer.

## **6.0 Allowable Work Zone Posted Speed Reductions**

**6.1** The current posted speed limit shall be used for erection and placement of all work zone temporary traffic control measures.

**6.2** The Contractor shall be allowed to reduce the posted speed limit by 10 miles per hour in segments of the project approved by the Engineer.

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

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

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

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

**Transportation Management Center**  
314-275-1500

**Missouri State Highway Patrol (Troop C)**  
636-300-2800



**City of Washington**  
Police: 636-390-1050  
Fire: 636-390-1020

**City of Pacific**  
Police: 636-257-2424  
Fire: 636-271-0500 (ext. 285)

**Boles Fire Protection District**  
Station 1 (Gray Summit): 636-742-6913  
Station 2 (Labadie): 636-742-2515  
Station 3 (Villa Ridge): 636-742-2933  
Station 4 (St. Albans): 636-273-5580

**Franklin County Sheriff**  
636-583-2560

**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.

Aaron J. Groff, Project Contact  
St. Louis District  
1590 Woodlake Drive  
Chesterfield, MO 63017

Telephone Number: 314-453-1876  
Email: [aaron.groff@modot.mo.gov](mailto:aaron.groff@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-18-01EE

- 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.

- Third-Party Test Waiver for Concrete Aggregate

**1.0 Description.** Third party tests may be allowed for determining the durability factor for concrete pavement and concrete masonry aggregate.

**2.0 Material.** All aggregate for concrete shall be in accordance with Sec 1005.

**2.1** MoDOT personnel shall be present at the time of sampling at the quarry. The aggregate sample shall be placed in an approved tamper-evident container (provided by the quarry) for shipment to the third-party testing facility.

**2.2** AASHTO T 161 Method B Resistance of Concrete to Rapid Freezing and Thawing, shall be used to determine the aggregate durability factor. All concrete beams for testing shall be 3-inch wide by 4-inch deep by 16-inch long or 3.5-inch wide by 4.5-inch deep by 16-inch long. All beams for testing shall receive a 35-day wet cure fully immersed in saturated lime water prior to initiating the testing process.

**2.3** Concrete test beams shall be made using a MoDOT approved concrete pavement mix design.

**3.0 Testing Facility Requirements.** All third-party test facilities shall meet the requirements outlined in this provision.

**3.1** The testing facility shall be AASHTO accredited.

**3.1.1** For tests ran after January 1, 2025, accreditation documentation shall be on file with the Construction and Materials Division prior to any tests being performed.

**3.1.2** Construction and Materials Division may consider tests completed prior to January 1, 2025, to be acceptable if all sections of this provision are met, with the exception of 3.1.1. Accreditation documentation shall be provided with the test results for tests completed prior to January 1, 2025. No tests completed prior to September 1, 2024, will be accepted.

**3.2** The testing facility shall provide their testing process, list of equipment, equipment calibration documentation, and testing certifications or qualifications of technicians performing the AASHTO T 161 Procedure B tests. The testing facility shall provide details on their freezing and thawing apparatus including the time and temperature profile of their freeze-thaw chamber. The profile shall include the temperature set points throughout the entirety of the freeze-thaw cycle. The profile shall show the cycle time at which the apparatus drains/fills with water and the cycle time at which the apparatus begins cooling the specimens.

**3.3** Results, no more than five years old, from the third-party test facility shall compare within  $\pm 2.0$  percent of an independent test from another AASHTO accredited test facility or with MoDOT test records, in order to be approved for use (e.g. test facility results in a durability factor of 79, MoDOT's recent durability test factor is 81; this compared within +2 percent). The independent testing facility shall be in accordance with this provision. The comparison test can be from a different sample of the same ledge combination.

**3.4** When there is a dispute between the third party durability test results and MoDOT durability test results, the MoDOT durability test result shall govern.

**3.5** Test results shall be submitted to MoDOT's Construction and Materials division electronically for final approval. Test results shall include raw data for all measurements of relative modulus of elasticity and percent length change for each individual concrete specimen. Raw data shall include initial measurements made at zero cycles and every subsequent measurement of concrete specimens. Raw data shall include the cycle count and date each measurement was taken. Test results shall also include properties of the concrete mixture as required by AASHTO T 161. This shall include the gradation of the coarse aggregate sample. If AASHTO T 152 is used to measure fresh air content, then the aggregate correction factor for the mix determined in accordance with AASHTO T 152 shall also be included.

**4.0 Method of Measurement.** There is no method of measurement for this provision. The testing requirements and number of specimens shall be in accordance with AASHTO T 161 Procedure B.

**5.0 Basis of Payment.** No direct payment will be made to the contractor or quarry to recover the cost of aggregate samples, sample shipments, testing equipment, labor to prepare samples or test samples, or developing the durability report.

G. Utilities JSP-93-26F

**1.0** For informational purposes only, the following is a list of names, addresses, and telephone numbers of the known utility companies in the area of the construction work for this improvement:



<u>Utility Name</u>	<u>Known Required Adjustment</u>	<u>Type</u>
<b>Ameren Missouri</b> Don Knotts Phone: (636) 671-6112 Email: <a href="mailto:dknotts@ameren.com">dknotts@ameren.com</a>	Yes  See 3.0	Power
<b>AT&amp;T Distribution</b> Justin Cortouise Phone: (636) 448-2136- cell Email: <a href="mailto:jc670s@att.com">jc670s@att.com</a>	No	Communications
<b>Lumen</b> Rich Obremski Phone: (314) 378-9931 - cell Email: <a href="mailto:Richard.Obremski@lumen.com">Richard.Obremski@lumen.com</a>	No	Communications
<b>Charter</b> Mark Morrow Phone: (636) 667-6298 – cell Email: <a href="mailto:mark.morrow@charter.com">mark.morrow@charter.com</a>	No	Communications
<b>Sprint</b> Joseph Barvick Phone: (913) 315-0510 Email: <a href="mailto:Joseph.Barvick@sprint.com">Joseph.Barvick@sprint.com</a>	No	Communications
<b>Public Water District No 3 (Franklin County)</b> Terry McDaniel Phone: (314) 713-4405 Email: <a href="mailto:tmcdaniel@alliancewater.com">tmcdaniel@alliancewater.com</a>	No	Water
<b>Marathon Pipeline</b> Nick Brandon (locator) Phone: (636) 221-8830 Email: <a href="mailto:nibrandon@mplx.com">nibrandon@mplx.com</a>	No  See 9.0 for coordination with Marathon	Petroleum Pipeline
<b>MoDOT Traffic Division</b> Ron Mize Telephone: (314) 565-6727 Email <a href="mailto:ronald.mize@modot.mo.gov">ronald.mize@modot.mo.gov</a>	No	ITS, Signals and Lights

1.1 The existence and approximate location of utility facilities known to exist, as shown on the plans, are based upon the best information available to the Commission at this time. This information is provided by the Commission "as-is" and the Commission expressly disclaims any

representation or warranty as to the completeness, accuracy, or suitability of the information for any use. Reliance upon this information is done at the risk and peril of the user, and the Commission shall not be liable for any damages that may arise from any error in the information. It is, therefore, the responsibility of the contractor to verify the above listing information indicating existence, location and status of any facility. Such verification includes direct contact with the listed utilities.

**2.0 Project Specific Provisions:** The Contractor shall be aware there are numerous utilities present along the routes in this contract. The locations listed below are not to be considered all inclusive.

**3.0 Ameren's** existing facilities within the project limits:

Ameren has existing aerial facilities along the entire project limits. Ameren advised they have a pole relocation behind existing guardrail at Hogan Road and Route 100, as shown on sheet 22 of 34. Ameren plans to complete the relocation work by February 17, 2025.

Ameren has several new power service connections at I-44/Rte. 100 interchange (Gray Summit). Ameren's premise numbers will be provided to the contractor at the preconstruction meeting.

**4.0 AT&T-d** existing facilities within the project limits:

AT&T-d has existing buried copper and fiber along the entire project limits and also some aerial facilities on Ameren's poles.

AT&T-d advised no conflicts are anticipated with the planned improvements.

**5.0 Lumen** existing facilities within the project limits:

Lumen has buried facilities along Route 100 from Rte AT to Route OO.

Lumen advised no conflicts are anticipated with the planned improvements.

**6.0 Charter** existing facilities within the project limits:

Charter has aerial facilities on Amerens' poles in the project limits

Charter advised no conflicts are anticipated with the planned improvements.

**7.0 Sprint** existing facilities within the project limits:

Sprint has buried facilities along Rte MM crossing Route 100. Sprint advised they do not anticipate any conflicts with the planned improvement project.

**8.0 PWSD #3 of Franklin County** existing facilities within the project limits:

PWSD #3 has existing water main facilities located along Route 100 from Route AT to Route OO. PWSD #3 advised they do not anticipate any conflicts with the planned improvement project.

**9.0 Marathon Pipeline** existing facilities within the project limits.

Marathon Pipeline has two pipelines under existing/proposed guardrail crossing Route 100, as shown on sheet 6 of 34. Nick Brandon with Marathon Pipeline advised the western pipeline is not very deep under the proposed guardrail (approximately 4.5 feet deep per toned depth provided by Marathon Pipeline at approximate station 1452+50, 58 feet right. Marathon Pipeline is requiring a minimum of 12" horizontal separation between the pipeline and the proposed guardrail posts. The contractor is required to expose the pipeline prior to setting any posts and eliminate a guard rail post to accommodate Marathon Pipelines requirements. Nick Brandon is the locator for Marathon Pipeline. Nick's cell number is 636-221-8830. Marathon Pipeline advised the petroleum pipeline is in a casing. The contractor shall be advised the cost to expose the existing pipeline and work around the pipeline is included in the cost of install the guardrail.

**10.0 MoDOT Traffic** Division's existing facilities in the project limits:

MoDOT maintains traffic signals at all of the interchanges/intersections in the project limits including lighting and ITS along Route 100. 200 feet of MoDOT ITS fiber is set up in the road contract to adjust in case any fiber needs to be relocated due to the proposed guardrail work.

H. Liquidated Damages Specified – EB Bridge (H03532) Work JSP-93-28A

**1.0 Description.** If the EB Bridge (H03532) work (including associated road work) is not complete and open to traffic within 150 calendar days, 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 delay, with its resulting cost to the traveling public. 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 \$1000 per day for each full day that EB Bridge (H03532) work (including associated road work) is not complete and 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 excess closure time. Calendar days will begin accumulating once the contractor initiates construction on the EB Bridge (H0353) and associated road work.

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

I. Contractor Quality Control NJSP-15-42

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

**2.0 Quality Control Plan.**

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

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

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

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

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

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

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

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

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

**4.2 Weekly Meeting.** When work is active, the contractor shall hold a weekly project meeting with the engineer to review the planned activities for the following week and to resolve any outstanding issues. Attendees shall include the engineer, the contractor superintendent or project manager and any foreman leading major activities. This meeting may be waived when, in the

opinion of the engineer, a meeting is not necessary. Attendees may join the meeting in person, by phone or video conference.

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

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

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

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

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

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

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

J. Protection of Missouri Eastern Railroad Facilities and Traffic

JSL0035, MO-100, Franklin County,

Redeck and paint Bridge H0353 and resurface Bridge A7453 over MER crossing.

To report an emergency on the Missouri Eastern Railroad call: (833) 261-7790

The project location is at the following location in Franklin County:

MO-100 over US DOT# 596282P MP 50.4; near Villa Ridge St. Louis Subdivision.

**1.0 Authority of Railroad Engineer and State Engineer.**

**1.1** The authorized representative of the Missouri Eastern Railroad, herein called "Railroad Engineer," shall have final authority in all matters affecting the safe maintenance and operation of railroad traffic.

**1.2** The authorized representative of the Missouri Highways and Transportation Commission, herein called "Engineer", shall have authority over all other matters as prescribed herein and in the project specifications.

**1.3** The right of way of the Missouri Eastern Railroad, herein called "Railroad," is located within the limits of this project and care shall be taken to insure that no debris or material is dropped on the Railroad's property.

**2.0 Right of Entry.** The contractor shall not commence any work upon, over nor under the Railroad's right of way until contractor has obtained a Right of Entry Permit and complied with the following conditions:

**2.1** At least 5 working days in advance of the date the contractor proposes to begin work upon, over or under the Railroad's right of way, the contractor shall notify the Railroad Engineer (listed below) by e-mail or written notice to the address below with a copy to the Engineer.

Charles McBride  
President  
1027 South Main Street Suite 403  
Joplin, MO 64801  
[Cmcbride@jag-transport.com](mailto:Cmcbride@jag-transport.com)  
(614) 441-2145

**2.2** Contractor shall obtain an Executed Right of Entry Permit by mail or e-mail from the Railroad Engineer to begin work upon, over or under the Railroad's right of way, such authorization will include an outline of specific conditions with which the contractor shall comply.

**3.0 Insurance.** The amount of work to be performed upon, over or under Railroad's right of way is estimated to be one percent of the contractor's total bid for the project. Contractor shall secure railroad protective liability insurance naming only the Railroad as the insured with a combined single limit of \$2,000,000 per occurrence with a \$6,000,000 aggregate, and this insurance shall conform to all the requirements as specified by Sec 107.13.4 of the Missouri Standard Specifications for Highway Construction.

**4.0 Job Briefing.** Contactor will contact the Railroad Engineer, **Corey Carmichall**, by phone (contact number above) at least 3 working days before beginning work upon, over or under the Railroad's right of way to make arrangements for a job briefing.

**4.1** Railroad Engineer will arrange a meeting with the contractor's representative and a Railroad Employee each day work is scheduled to be performed upon, over or under the Railroad's right of way. A job briefing shall be held, usually at the job site and usually in the morning, to discuss the contractor's work to be performed that day and to discuss the relevant railroad operations. The meeting shall be held before any work is done within 25 feet of the centerline of any track. If any train movements are scheduled for that day, the train moves will be made under the direct supervision of the Railroad Engineer or a Railroad Representative after the contractor has cleared

the work site. Flagging services typically provided by the Railroad may not be required depending on the Railroad's schedule of operations.

**5.0 Reimbursement of Flagging Costs.** The Commission may reimburse the Railroad directly for the cost of flagging services associated with the highway project if flagging services are provided. Flagging costs will be deducted from the contractor's payments from the Commission. If the contractor pays the flagger directly, the contractor must notify the MoDOT Engineer of such payments for flagging.

**6.0 Payment for Cost of Compliance.** No separate payment will be made for any extra cost incurred on account of compliance with this special provision. All such cost shall be included in contract unit price for other items included in the contract.

**7.0 No Payment by Railroad pursuant to this JSP.** Railroad will not be responsible for paying the contractor for any work performed under this special provision.

**8.0 The Contractor must adhere to all other policies, procedures and insurance coverage not specifically mentioned in these special provisions. These can be found in the Contractor Occupancy/Access Agreement included below.**

#### CONTRACTOR OCCUPANCY/ACCESS AGREEMENT

This Agreement (hereinafter "Agreement") made this **<Day><sup>th</sup>** day of **<Month>** **<Year>** by and between **Missouri Eastern Railroad, LLC**, its successors, assigns or affiliated companies (hereinafter "Railroad"), whose address is 1027 South Main Street Suite 403, Joplin, MO 64801 and **<Contractor>** (hereinafter referred to as "Company"), whose address is **<Contractor Address>**.

#### WITNESSETH:

- 1 Upon payment of a **one-time fee of Two Thousand U.S. Dollars (\$2,000)** and compliance with the provisions herein contained, Railroad hereby permits Company to enter the property of Railroad, at **Mile Post 50.4**, in **Villa Ridge, Franklin County MO-100, Missouri**, for purpose of installation, maintenance, renewal or removal (hereinafter referred to as "Work"), of redecking and painting Bridge HO353 and resurfacing Bridge A7453, (hereinafter "Structures"). Said permit is granted for a period not to extend beyond **sixty (60) days from the date of execution of this Agreement** by Railroad. Provided, however, this permit may be canceled by Railroad at any time Company is deemed by Railroad not to be in compliance with any of the terms herein.
2. The term "Contractor" shall be used to identify the party that will perform the Work as described in Section 1, whether or not Contractor is signatory to **MER-<ContractNumber>A**. If Contractor is other than **<Contractor>**, Contractor warrants to Railroad that Contractor (hereinafter termed "Third Party"), has entered into a "Contract" with **<Contractor>** covering the Work to be performed in connection with Structure at said locations.
3. As additional consideration, Company agrees to reimburse Railroad for all cost and expense incurred by Railroad in connection with the Work. Such costs and expenses shall include, but are not limited to, furnishing of inspectors, watchmen and flagmen as Railroad deems

necessary to protect its property, tracks, engines, trains and cars and the operation thereof, the installation and removal of any necessary falsework beneath the tracks of Railroad and the restoration of Railroad property. No vehicular crossing over Railroad's tracks shall be installed or used by Company without prior written permission of Railroad.

4. Company shall give Railroad at least five (5) days' notice in advance of any work done upon or adjacent to Railroad property under this Agreement. Company shall notify Railroad President by calling (949)-357-7113, in advance of the start of the Work, give the General Manager notification of the date said Work is completed, and also the date the Contractor's work is accepted by Third Party. Upon completion of the Work, Company shall promptly remove from Railroad property all tools, equipment and materials placed thereon by Company and Company's agents. Company shall restore Railroad property to the same state and condition as when Company entered thereon and shall leave said property in a clean and presentable condition. Company, after completion of construction or termination of work, at its sole cost, hereby agrees to restore in a good and workman like manner all property disturbed by Company use or construction or maintenance activities from the date of execution of this document. Said restoration shall include, but not be limited to, any and all harm, damage or injury done to Railroad property and/or to any other public or private property by acts or occurrences subject to Federal, State or local environmental enforcement or regulatory jurisdiction, and shall include necessary and appropriate testing and cleanup.
5. Company's work shall be performed in accordance with plans and specifications approved by Railroad and in such manner and at such times as shall not endanger or interfere with the safe operation of the tracks and other facilities of Railroad at said location. No materials, tools or equipment shall be stored within ten (10) feet of the centerline of any track. The regulations of Railroad and the instructions of its representatives shall be complied with relating to the proper manner of protecting the tracks, pipelines, wire lines, signals and all other property at said location, the traffic moving on such tracks and the removal of tools, equipment and materials. Provided, no bailment shall be created by the storage of any materials, tools or equipment on Railroad property.
6. Before said Work, Company shall, at its sole cost and expense, obtain all necessary authority from any public authorities having jurisdiction in the premises, and shall thereafter observe and comply with the requirements of such public authority or authorities and all applicable laws and regulations. Company shall secure written approval by Railroad of plans and/or specifications submitted to Railroad prior to the commencement of any Work.
7. The Structure shall be installed at the sole risk, cost and expense of Company, in accordance with American Railway Engineering Association Specifications or other Industry Standard Specifications as may apply or be appropriate for the use intended. Said specifications are incorporated herein and made a part hereof by reference. Approval of plans or completed work by Railroad's designated representative shall not, in itself, be considered acknowledgment that said project is in conformity with said standards.
8. COMPANY AGREES TO DEFEND, INDEMNIFY AND HOLD HARMLESS RAILROAD, ITS OFFICERS, AGENTS, AND EMPLOYEES FROM AND AGAINST ANY AND ALL CLAIMS, DEMANDS, LOSSES, DAMAGES, CAUSES OF ACTION, SUITS, AND LIABILITIES OF EVERY KIND (INCLUDING REASONABLE ATTORNEYS' FEES, COURT COSTS, AND OTHER EXPENSES RELATED THERETO) FOR INJURY TO OR DEATH OF A PERSON OR FOR LOSS OF OR DAMAGE TO ANY PROPERTY, ARISING OUT OF OR IN



CONNECTION WITH ANY WORK DONE, ACTION TAKEN OR PERMITTED BY COMPANY, ITS SUBCONTRACTORS, AGENTS OR EMPLOYEES UNDER THIS CONTRACT.

LICENSEE HEREBY ASSUMES, AND SHALL AT ALL TIMES HEREAFTER RELEASE, INDEMNIFY, DEFEND AND SAVE RAILROAD HARMLESS FROM AND AGAINST ANY AND ALL LIABILITY, LOSS, CLAIM, SUIT, DAMAGE, CHARGE OR EXPENSE WHICH RAILROAD MAY SUFFER, SUSTAIN, INCUR OR IN ANY WAY BE SUBJECTED TO, ON ACCOUNT OF DEATH OF OR INJURY TO ANY PERSON (INCLUDING OFFICERS, AGENTS, EMPLOYEES OR INVITEES OF RAILROAD), AND FOR DAMAGE TO OR LOSS OF OR DESTRUCTION OF ANY PROPERTY WHATSOEVER, ARISING OUT OF, RESULTING FROM, OR IN ANY WAY CONNECTED WITH THE PRESENCE, EXISTENCE, OPERATIONS, OR USE, OF WIRELINE, EXCEPT TO THE EXTENT PROVEN TO HAVE BEEN CAUSED BY THE FAULT, OR NEGLIGENCE OF RAILROAD. HOWEVER, DURING ANY PERIOD OF ACTUAL CONSTRUCTION, REPAIR, MAINTENANCE, REPLACEMENT OR REMOVAL OF WIRELINE, WHEREIN AGENTS OR PERSONNEL OF LICENSEE ARE ON THE RAILROAD RIGHT-OF-WAY, LICENSEE'S LIABILITY HEREUNDER SHALL BE ABSOLUTE, IRRESPECTIVE OF ANY FAULT OR NEGLIGENCE OF RAILROAD.

9. Should Railroad bring suit to compel performance of or to recover for breach of any covenant or condition contained herein, Company shall pay to Railroad reasonable attorneys' fees in addition to the amount of judgment and costs.
10. Prior to the performance of any work upon or adjacent to Railroad's property under this Agreement:
  - (a) Company shall furnish Railroad, at Company expense, a certified copy of a public liability and property damage liability insurance policy issued in the name of Company covering the contractual liability assumed by Company under Section 8 hereof. The form, substance and limits of said insurance policy shall be subject to the approval of Railroad and shall be in compliance with the provisions contained in the insert marked Exhibit "A", hereto attached and made a part hereof.
  - (b) Company shall furnish Railroad, at Company expense, a certificate of Workers Compensation coverage, including Federal Employee Liability Act coverage if applicable, for its workers and subcontractors in accordance with the requirements of the State or States in which said work is to be performed.
  - (c) Company shall furnish a policy of Railroad Protective coverage in the amount of Two million and no/100 dollars (\$2,000,000.00) per occurrence, Six million and no/100 dollars (\$6,000,000.00) aggregate with named insured as outlined in COMPANY OCCUPANCY/ACCESS AGREEMENT, Exhibit "A". WARNING: ONLY A POLICY OF RAILROAD PROTECTIVE INSURANCE WHICH SPECIFICALLY NAMES **Missouri Eastern Railroad, LLC** AS THE INSURED PARTIES IS ACCEPTABLE AND A COPY OF SAID POLICY MUST BE RECEIVED PRIOR TO THIS PERMIT BEING APPROVED ON BEHALF OF RAILROAD.

Company shall keep said insurance in full force and effect until all work to be performed upon or adjacent to Railroad property under said contract is completed to the satisfaction of and accepted by Third Party and thereafter until Company has fulfilled the provisions of this agreement with respect to the removal of tools, equipment and materials from Railroad

property. Said policy shall name Railroad as additional insured.

11. The permission herein given shall not be assigned by Company without the prior written consent of Railroad, except in the case of subcontractors who shall be deemed agents of Company, subject to the terms of this Agreement. Railroad Requirements for Company working on Railroad Right-of-Way are attached as Company OCCUPANCY/ACCESS AGREEMENT, Exhibit "B" and made a part hereof. Failure to comply with all of said requirements shall be grounds for cancellation of this Agreement at the sole option of Railroad.
12. CONSTRUCTION PROVISIONS: In relation to Railroad's track and Railroad operations:
- a. Company warrants it will place no bore pit closer than 25 feet from the end of the ties of the nearest track, as measured at right angles from said track; that all of the lines to be installed under Railroad's track shall be a minimum of five feet six inches below the base of the rail; that carrier pipe(s) and/or wire lines shall be encased in Steel Casing Pipe in accordance with the attached Company OCCUPANCY/ACCESS AGREEMENT, Exhibit "D" casing criteria attached hereto; and that casing shall extend a minimum of 25 feet from the center line of the outside track on each side of said crossing, measured at a right angle to said track.
  - b. Company shall be solely liable for location and protection of any subgrade railroad signal wires or other railroad facilities, which may be impacted by Company Work. If same shall be damaged by said Work, Contractor shall, at its own expense, immediately cause said damage to be corrected. Contractor shall be solely liable to Railroad for any and all costs resulting for any interruption of train service resulting from Company Work.
  - c. Said provisions shall prevail over any lesser provision or standard set out for occupancy of adjoining or underlying lands.

THIS AGREEMENT IS hereby declared to be binding upon the parties hereto.

IN WITNESS WHEREOF, the undersigned have hereunto set their hand and seals this \_\_\_\_\_ day of \_\_\_\_\_ 20\_\_\_\_.

Railroad

**Missouri Eastern Railroad, LLC**

By: **Anthony Cox**  
**Senior Vp**

Signed: \_\_\_\_\_

Company

<Contractor>

By: \_\_\_\_\_

Its: \_\_\_\_\_

Signed: \_\_\_\_\_

### EXHIBIT A

The coverage afforded hereunder shall include the liability assumed by the named insured under the following indemnification provisions contained in an agreement in writing between the named insured and **Missouri Eastern Railroad, LLC**, covering work to be performed upon or adjacent to its property.

Company AGREES TO DEFEND, INDEMNIFY AND HOLD HARMLESS Railroad, ITS OFFICERS, AGENTS, AND EMPLOYEES FROM AND AGAINST ANY AND ALL CLAIMS, DEMANDS, LOSSES, DAMAGES, CAUSES OF ACTION, SUITS, AND LIABILITIES OF EVERY KIND (INCLUDING REASONABLE ATTORNEYS' FEES, COURT COSTS, AND OTHER EXPENSES RELATED THERETO) FOR INJURY TO OR DEATH OF A PERSON OR FOR LOSS OF OR DAMAGE TO ANY PROPERTY, ARISING OUT OF OR IN CONNECTION WITH ANY Work DONE, ACTION TAKEN OR PERMITTED BY Company, ITS SUBCONTRACTORS, AGENTS OR EMPLOYEES UNDER THIS CONTRACT.

IT IS THE EXPRESS INTENTION OF THE PARTIES HERETO, BOTH Company AND Railroad, THAT THE INDEMNITY PROVIDED FOR IN THIS PARAGRAPH INDEMNIFIES Railroad FOR ITS OWN NEGLIGENCE, WHETHER THAT NEGLIGENCE IS ACTIVE OR PASSIVE, OR IS THE SOLE OR A CONCURRING CAUSE OF THE INJURY, DEATH OR DAMAGE; PROVIDED THAT SAID INDEMNITY SHALL NOT PROTECT Railroad FROM LIABILITY FOR DEATH, INJURY OR DAMAGE ARISING SOLELY OUT OF THE CRIMINAL ACTIONS OF Railroad, ITS OFFICERS, AGENTS AND EMPLOYEES. IT IS STIPULATED BY THE PARTIES THAT Railroad OWES NO DUTY TO Company, ITS CLIENT, OR THEIR DIRECTORS, OFFICERS, EMPLOYEES AGENTS OR INVITEES TO PROVIDE A REASONABLY SAFE WORK PLACE AND THAT ALL PARTIES ENTERING ONTO Railroad PROPERTY DO SO AT THEIR SOLE RISK. ”

The policy or policies shall provide coverage in amount of not less than Two Million Dollars (\$2,000,000) combined single limit for all damages arising out of bodily injury to or death of persons and for loss of or damage to property.

The policy or policies, where applicable and available, shall contain Insurance Services Office

Standard Endorsement CG 2417.

**No cancellation of this policy or modification of the coverage afforded under this endorsement shall be effective until ten (10) days' notice thereof has been given to: Missouri Eastern Railroad, LLC, C/O IMGRail, 1629 Race Track Rd. Suite 206, St. John's, FL 32259, E-mail contact@imgonline.net**

The policy as required in section 10(a) of the Agreement shall name Railroad as an additional insured.

The policy as required in section 10(b) shall name Railroad and affiliates as listed below as additional insured with respect to F.E.L.A. coverage, and/or if applicable under the laws of the State in which the work is performed.

The policy as required in section 10(c) shall name **Missouri Eastern Railroad, LLC** as insured.

**Railroad requires each Insurance Carrier providing coverage must be an Admitted Company in the State for which this Agreement is written and has an A.M. Best rating of "A" or better and a financial class rating of 10 or better.**

## EXHIBIT B

### Requirements for Contractors working on Railroad Right-of-Way:

**A.** In order to protect Railroad's investment in its right-of-way and for the safety of persons coming onto Railroad property, Railroad has established certain requirements. The following constitute minimum requirements for all persons coming on or near Railroad right-of-way. Company is encouraged to develop their own safety rules that meet or exceed the following requirements. Company will not be allowed to occupy or work on Railroad right-of-way prior to signing and dating this Agreement and returning it to the Railroad contact person noted herein.

**B.** All permits and agreements must be in effect, required payments made and insurance certificates received and approved prior to Company entering Railroad right-of-way. Insurance must remain in effect during the entire project.

**C.** Any dewatering utilizing drains or ditches on Railroad property must be approved by Railroad.

**D.** Company must have approved "Construction Plans" prior to commencing work on a project. No changes will be made to "Construction Plans" without approval by all parties involved. Approved revised plans will be furnished to all parties prior to implementation of changes.

**E.** Company will incur all costs for track work, including flagging, etc., made necessary due to the Work.

**F.** Pursuant to Federal Regulation, flagging protection is always required when equipment crosses or is working within 25 feet of center of any live track. When deemed necessary by Railroad, a flagman may be required at all times while working on Railroad right-of-way.

**G.** Crossing of any Railroad tracks must be done at approved locations and must be over full depth timbers, rubber, etc. Any equipment with steel wheels, lugs or tracks must not cross steel rails without aid of rubber tires or other approved protection.

**H.** If temporary construction crossings are necessary, they must be covered by a Private Roadway and Crossing Agreement and must be barricaded when not in use. A Private Roadway and Crossing Agreement is prepared by Railroad under the same general terms as this Agreement.

**I.** Company must furnish details on how Company will perform work that may affect existing drainage and/or possible fouling of track ballast as well as removal of overhead bridges/structures. (Structures and bridge spans over tracks must be removed intact).

**J.** Absolutely no piling of construction materials or any other material, including dirt, sand, etc., within 15 feet of center on any secondary track (25 feet of Main Line and siding tracks) or on property of Railroad not covered by an existing Construction Easement, permit, lease or agreement. A 10' clear area on both sides of a main track must remain unobstructed at all times to allow for stopped train inspection.

**K. (a)** All bore pits must be a minimum of 25 feet from the nearest outside rail of any track, measured at a 90 degree angle to said track and all under track bores shall be no less than six feet below the bottom of the ties.

**(b)** No construction will be allowed within 15 feet of center of any track unless authorized by Railroad and as shown on plans approved by Railroad. This includes any excavation, slope encroachment and driving of sheet piles.

**L.** No vehicles or machines shall remain unattended within 15 feet of a secondary track or within 25 feet of a Main Line track.

**M.** Should Company in any way interfere with Railroad operations or damage property during construction operations over Railroad's tracks and right-of-way, Company, upon demand by Railroad to Company and/or Client, shall immediately stop work on Railroad's right-of-way for a period of not less than 48 hours to allow Railroad to investigate. Any necessary repairs shall be made by Railroad at Company's sole cost and expense. No work will proceed until authorized by Railroad.

**N.** Company's safety rules, including rules regarding personal Safety Equipment, must not conflict with Railroad safety policies or rules.

**O.** Articles included in any agreement with Railroad, which complement this document or exceed its contents, include Company OCCUPANCY/ACCESS AGREEMENT, Exhibit "C".

**Company's Acknowledgement: Work Site Location**

Company _____	Address: _____
By: _____	Town: _____
Title: _____	State: _____
Date: _____	Project No. _____

**Railroad Contact Person:**

**Missouri Eastern Railroad**

**Corey Carmichall**  
Name

**President**  
Title

**1027 South Main Street Suite 403**  
Address

**Joplin, MO 64801**  
City, State, Zip

**(949) 357-7113**  
Telephone Number

**(801) 393-7733**  
Fax Number

**CCarmichall@jag-transport.com**  
Email

**EXHIBIT "C"**

**Statement of Conditions when Flagmen, Protective Services and Devices or other appropriate personnel will be furnished by Railroad at sole expense of Company:**

**A. Railroad flagmen will be required for, but not limited to, the following conditions:**

1. When, in the sole opinion of Railroad, protection is necessary to safeguard Railroad's trains, engines, facilities and property.
2. When work is performed, in any way, over, under, or in close proximity to tracks or any Railroad facilities.
3. When work in any way interferes with the operation of trains at usual speeds or threatens, damages, or endangers track or Railroad facilities.
4. When any hazard is presented Railroad communications, signal, electrical, or other facilities due to persons, material, equipment, or blasting in the vicinity.
5. When and where material is being hauled across tracks. Provided, however, special clearance must be obtained from Railroad before moving heavy or cumbersome objects

and equipment which might result in making the track impassable for any period of time.

**B.** Protective Services and Devices, Other Specialized Personnel shall be provided when, in the sole opinion of Railroad, such are necessary in addition to flagging.

**COST OF FLAGGING AND OTHER PROTECTIVE SERVICES AND DEVICES**

**A.** Flagging

1. Shall be billed a minimum of **actual cost (please verify rates with the Railroad office)** per day plus any expenses incurred for each flagman required, for each day, or for any portion thereof, for up to eight hours in one shift Monday through Friday, excepting holidays recognized by Railroad in its personnel policy manual.

2. Time worked in excess of eight hours in one shift Monday through Friday, or worked in any amount on Saturday, Sunday and on holidays recognized by Railroad in its personnel policy manual, shall be billed at the rate of **actual cost (please verify rates with the Railroad office)** per eight-hour day, per flagman required, for each day or portion thereof worked.

**B.** Communications Linemen, Signalmen, Protective Services and Devices

All services required shall be billed at Railroad’s contracted rate with service provider plus a 20 percent Railroad administrative fee.

**EXHIBIT “D”**

MINIMUM WALL THICKNESS FOR CASING PIPES UNDER Railroad TRACKS

**1. STEEL CASING PIPE (A.R.E.A. SPEC. 1964)**

<u>NOMINAL DIAMETER</u> (Inches)	<u>NOMINAL WALL THICKNESS</u> (Inches)	
	<u>PROTECTED</u>	<u>NOT PROTECTED*</u>
Under 14	0.188	0.188
14 and 16	0.219	0.281 (9/32)
18	0.250	0.312
20	0.281	0.344
22	0.312	0.375
24	0.344	0.406
26	0.375	0.438
28 and 30	0.406	0.469
32	0.438	0.500
34 and 36	0.469	0.531
38, 40 and 42	0.500	0.562

Steel Pipe to have minimum yield strength of 35,000 psi.

\* When casing is installed without benefit of a protective coating and said casing is not cathode protected, the wall thickness shall be increased to the nearest standard size which is a minimum of 0.063 inches greater than the thickness shown for protected pipe except for diameters under 12.75 inch.

**2. CONCRETE PIPE**

All diameters of concrete pipe under main tracks shall be specified, as A.S.T.M. C-76 (Latest Revision) Table V. Concrete pipe under siding and yard tracks may be Table IV. (Either Wall "B" or "C" is acceptable.

**3. CORRUGATED METAL PIPE**

Table shows permissible minimum and maximum height of cover for both riveted and helical pipe.

NOMINAL DIAMETER

(Inches)	<u>16 GAGE</u>	<u>14 GAGE</u>	<u>12 GAGE</u>
12	4-53 (ft)		4-80 (ft)
15	4-42	4-64	
18	4-34	4-53	
21	4-28	4-45	4-79 (ft)
24	5-23	4-40	4-70
30		4-31	4-56
36		5-23	4-46
42		4-49	4-78

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 35.0 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. Special Consideration of Change Orders and Value Engineering JSP-21-07

**1.0 Description.** Increased Federal Share has been approved by the FHWA for an innovative technology or practice. The Commission will receive an additional five percent Federal Share of the overall contract value due to innovations within the following pay item(s).

Pay Item Number	Pay Item Description	Innovation
N/A (see JSP Q – Balanced Mix Design Requirements for Sec 403 Asphaltic Concrete Pavement JSP-24-01)	N/A (see JSP Q – Balanced Mix Design Requirements for Sec 403 Asphaltic Concrete Pavement JSP-24-01)	Balanced Mix Design Requirements for Sec. 403 Asphaltic Concrete Pavement

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.

M. Coordination with Other Projects

**1.0 Description.** The contractor shall coordinate traffic management between this project and any other projects on Route 100, and projects which affect Route 100, including future projects. Each Contractor shall conduct their work so as not to interfere with or hinder the progress or completion of the work being performed by other Contractors. In case of dispute, the Engineer shall be the referee and the Engineer's decision shall be final and binding on all.

**2.0 Coordination.** The Contractor shall coordinate all limits of the project with the Missouri Department of Transportation related to the following projects:

- Route MM (from Route T to Route 100) - pavement resurfacing, guardrail upgrades, curve realignment, add shoulders, box culvert extensions (X0926 & X0913) and add new wall (A9083) (Job No. J6S3368 – April 19, 2024 letting)
- Route M (from Route 100 to Route AT) - pavement preservation (UBAWS) and pavement repair (Job No. ST0098 – November 15, 2024 letting)
- Route 100 (from Route OO to 0.8 mile east of Route 109) – pavement resurfacing and safety improvements (Job No. J6P3635 – February 2025 letting)
- Route T (from Route 100 to Route 100 near St. Louis County Line) – pavement resurfacing, pavement repairs, signing, signals, guardrail and bridge MMA crack fill (A7212) (Job No. J6S3611 – May 2025 letting)

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, county, municipality, private, MoDOT maintenance, permit, or other projects that may impact project construction or traffic control in the vicinity of this 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.

**4.0 Site Construction.** The Contractor shall arrange the work and shall place and dispose of the materials being used so as not to interfere with the operations of the other contractor.

**5.0 Basis of Payment.** No direct payment will be made to the contractor to recover the cost of the equipment, labor, materials, or time required to for this coordination with other projects.

N. MoDOT Retained Existing Temporary Traffic Barrier

**1.0 Description.** All existing temporary traffic barrier removed from this project shall become the property of MoDOT and shall be transported to the following location:

Commission's Gray Summit Maintenance Building  
3463 W. Osage St.  
Pacific, MO 63069

Mr. Jacob Heitmann, Maintenance Crew Leader  
Phone: (314) 223-1041

**2.0** The contractor shall call the number listed above 1 week prior to delivery of the existing temporary traffic barrier. The contractor shall exercise reasonable care in the handling of the existing temporary traffic barrier during removal and transportation.

**3.0** The Engineer, or their designee, shall determine which pieces of existing temporary traffic barrier will become the property of MoDOT. Any remaining existing temporary traffic barrier items shall become the property of the Contractor and shall be disposed of in accordance with Sec 202.

**4.0 Basis of Payment.** All costs incurred for complying with this provision shall be considered completely covered by the contract unit price for Item No. 202-20.10, Removal of Improvements, per lump sum.

Item No.	Units	Description
202-20.10	L.S.	Removal of Improvements

O. Modified Linear Grading

**1.0 Description.** Modified Linear Grading shall consist of any necessary clearing and grubbing in accordance with Sec 201, preparing the subgrade by excavating, compacting, fine-grading, and shaping existing shoulder and ditch fore-slope, conforming to the typical section shown on the plans. It may be necessary to haul material and involve work on high banks, side hills, and rock outcroppings.

**2.0 Construction Requirements.** The shoulder shall be excavated and graded as shown on the typical section with minimal disturbance of the existing sub-grade and fore-slope. Density shall be obtained from reasonable compactive efforts consisting of no less than three passes with a roller until no further visible compaction can be achieved, or by other methods approved by the Engineer. Subgrade preparation and compaction shall also be in accordance with Sections 209 and 210.

**2.1** All ditches shall be graded to drain and maintain existing flow capacity, unless approved by the engineer. If fill material for the widening work impacts the ditch capacity, the contractor shall re-grade the backslope to maintain the flow capacity of the ditch. Fore slopes and back slopes shall be constructed no steeper than the existing slopes with a maximum slope of 3:1 unless approved otherwise by the engineer.

**2.2** It may be necessary to go outside the limits of the right of way to obtain additional material or to dispose of excess material. All costs for providing additional material or disposing of excess material shall be included at the contract unit price for pay item 207-99.09, Modified Linear Grading. All contractor furnished material shall be approved by the Engineer prior to being incorporated into the project. Quarry screenings will not be considered an approved contractor furnished material.

**2.3** Included in this work is any pavement edge treatment that might be necessary in order to stay in compliance with the Standard Plans. The need for edge treatment is determined by the contractor's method of operations.

**2.4** This work may require excavation activities on rock outcroppings. No separate pay will be made for rock excavation needed to conform to the typical section as shown on the plans.

**2.5** Any grading and ditch work that exists as a property owner's frontage that has been mowed and maintained by the property owner will be finish graded to a smooth and mowable surface free of rocks and debris.

**3.0 Method of Measurement.** Measurement will be made in accordance with Sec 207.

**4.0 Basis of Payment.** Payment for Modified Linear Grading shall be made and considered completely covered by the contract unit price bid for:

Item No.	Units	Description
207-99.09	Sta	Modified Linear Grading

P. Shaping Slopes Class III (Modified Material Requirements)

**Delete Sec 215.1.3 and 215.1.3.1 and substitute the following:**

**215.1.3** Shaping Slopes, Class III, shall consist of providing rock fill material and shaping slopes to construct additional shoulder width for the installation of guardrail and Type A crashworthy end terminals in accordance with Missouri Standard Plans for Highway Construction. The rock fill material used shall meet the requirements specified in Sec 215.1.3.1. The shoulder surface shall be finished smooth such that it is traversable and without significant voids or depressions.

**215.1.3.1 Material Requirements.** Rock fill material used for Shaping Slopes, Class III, shall consist of a durable crushed stone, shot rock or broken concrete, with a predominant size of 4 inches minus. Acceptance by the engineer will be made by visual inspection.

**215.4 Basis of Payment.** The accepted quantity, complete in place, will be paid at the contract unit bid price for:

Item No.	Units	Description
215-99.10	100 Ft	Shaping Slopes Class III – Modified Material Requirements

Q. Type 5 Aggregate for Base (Variable Thickness)

**1.0 Description.** This work shall consist of furnishing and placing one or more courses of Type 5 aggregate on a prepared subgrade in accordance with these specifications, and as shown on the plans or as directed by the engineer. The thickness of the Type 5 aggregate for each location shall be as specified on the plans.

**2.0 Material.** Material for Type 5 aggregate shall be as specified in Sec 304.2.

**3.0 Construction Requirements.** Construction requirements for Type 5 aggregate shall be as specified in Sec 304.3.

**4.0 Quality Control/Quality Assurance (QC/QA).** Quality Control/Quality Assurance for Type 5 aggregate shall be as specified in Sec 304.4.

**5.0 Method of Measurement.** The quantity of Type 5 Aggregate for Base (Variable Thickness) will be measured in accordance with Sec 304.5.

**6.0 Basis of Payment.** The accepted quantity of variable thickness Type 5 aggregate base course, complete in place, will be paid for at the contract unit price for:

Item No.	Units	Description
304-99.05	Sq Yd	Type 5 Aggregate for Base (Variable Thickness)

**6.1** Payment will be considered full compensation for water used in performing this work.

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

**403.2.5 Reclaimed Asphalt Pavement.** Reclaimed Asphalt Pavement (RAP) may be used in any mixture, except SMA mixtures. Mixtures may be used with more than 30 percent virgin effective binder replacement provided testing according to AASHTO M 323 is included with the job mix formula that ensures the combined binder meets the grade specified in the contract. All RAP material, except as noted below, shall be tested in accordance with AASHTO T 327, *Method of Resistance of Coarse Aggregate Degradation by Abrasion in the Micro-Deval Apparatus*. Aggregate shall have the asphalt coating removed either by extraction or binder ignition during production. The material shall be tested in the Micro-Deval apparatus at a frequency of once per 1500 tons. The percent loss shall not exceed the Micro-Deval loss of the combined virgin material by more than five percent. Micro-Deval testing will be waived for RAP material obtained from MoDOT roadways. All RAP material shall be in accordance with [Sec 1002](#) for deleterious and other foreign material.

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

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

**403.3 Composition of Mixtures.**

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

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

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

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



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

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

<b>Coarse Aggregate (+ No. 4)</b>	<b>Minimum Non-Carbonate by Volume</b>
Limestone, LA ≤ 30	30% Plus No. 4
Limestone, LA > 30	20% Minus No. 4*
Dolomite	No Requirement

\*Use for all SP095 and SP048NC containing limestone.

**403.4 Job Mix Formula.** At least 30 days prior to placing any mixture on the project, the contractor shall submit a mix design for approval to Construction and Materials. The mixture shall be designed in accordance with AASHTO R 35 or R 46 and shall be tested in accordance with AASHTO T 312 except as noted herein. A detailed description of the mix design process shall be included with the job mix formula (JMF). Representative samples of each ingredient for the mixture shall be submitted with the mix design.

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

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

- (a) All possible sources intended for use, and grade and specific gravity of asphalt binder.
- (b) Source, type (formation, etc.), ledge number if applicable, gradation, and deleterious content of each aggregate fraction.
- (c) Bulk and apparent specific gravities and absorption of each aggregate fraction in accordance with AASHTO T 85 for coarse aggregate and AASHTO T 84 for fine aggregate including all raw data.
- (d) Specific gravity of hydrated lime, mineral filler or baghouse fines, if used, in accordance with AASHTO T 100.
- (e) Percentage of each aggregate component.
- (f) Combined gradation of the job mix.

- (g) Percent asphalt binder, by weight, based on the total mixture and percent asphalt binder contributed by reclaimed asphalt materials.
- (h) Bulk specific gravity ( $G_{mb}$ ) by AASHTO T 166 Method A of a laboratory compacted mixture compacted at  $N_{design}$  gyrations.
- (i) Percent air voids ( $V_a$ ) of the laboratory compacted specimen compacted to  $N_{design}$  gyrations.
- (j) Voids in the mineral aggregate (VMA) and volume of Effective Asphalt ( $V_{be}$ ) at  $N_{design}$  gyrations.
- (k) Theoretical maximum specific gravity ( $G_{mm}$ ) as determined by AASHTO T 209, in accordance with [Sec 403.19.3](#), after the sample has been short term aged in accordance with AASHTO R 30.
- (l) The tensile strength ratio as determined by AASHTO T 283 including all raw data.
- (m) The gyratory sample weight to produce a 115 mm minimum height specimen.
- (n) Mixing temperature and gyratory molding temperature.
- (o) Number of gyrations at  $N_{design}$ .
- (p) Dust proportion ratio ( $-200/P_{be}$ ).
- (q) Bulk specific gravity ( $G_{sb}$ ) of the combined aggregate.
- (r) Percent chert contained in each aggregate fraction.
- (s) Percent of  $G_{mm}$  at  $N_{initial}$  and  $N_{maximum}$ .
- (t) Voids in coarse aggregate (VCA) for both the mixture and dry-rodded condition for SMA mixtures.
- (u) Draindown for SMA mixtures.
- (v) Performance testing results for Cracking Tolerance Index ( $CT_{Index}$ ), Critically aged Cracking Tolerance Index ( $CT_{Index,CriticallyAged}$ ), Hamburg Wheel Tracking Test (HWTT), and Rutting Tolerance Index ( $RT_{Index}$ ).
- (w) Baghouse fines added for design.
  - (i) Batch and continuous mix plants – Indicate which aggregate fraction to add baghouse percentage during production.
  - (ii) Drum mix plants – Provide cold feed settings with and without baghouse percentage.

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

Where:

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

\*Use No. 8 sieve for SP095xSM

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

**403.4.11.1 Cracking Tolerance Index (CT<sub>Index</sub>) Testing.** The CT<sub>Index</sub> testing shall be completed in accordance with ASTM D8225 and at a test temperature of  $25 \pm 0.5$  °C.

Mix Type	Minimum CT <sub>Index</sub>	CT <sub>Index,(Critically Aged)*</sub>
Non-SMA	50	Informational Only
SMA	135	Informational Only

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

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

PG Grade High Temperature*	Minimum RT <sub>Index</sub>
58-28H / 64-22	50
64-22H / 70-22	65
64-22V / 76-22	80

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

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

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

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

**403.5 Mixture Production Specification Limits.**

**403.5.1 Gradation and Deleterious Content Control.** The gradation of the aggregate shall be determined from samples taken from the hot bins on batch-type or continuous mixing plants or from the composite cold feed belt on drum mix plants. The gradation may also be obtained by sampling the mixture and testing the residual aggregate. The deleterious content of the aggregate shall be determined from samples taken from the composite cold feed belt. The RAP shall be sampled from the RAP feeding system on the asphalt plant. Gradation and deleterious shall be taken when directed by the engineer.

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

#### **403.10 Construction Requirements.**

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

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

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

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

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

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

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

**403.13 Spreading and Finishing.** The base course, primed or tacked surface, or preceding course or layer shall be cleaned of all dirt, packed soil or any other foreign material prior to spreading the asphaltic mixture. If lumps are present or a crust of mixture has formed, the entire load will be rejected. The thickness and width of each course shall conform to the typical section in the contract. The contractor may elect to construct each course in multiple layers. The minimum compacted thickness shall be 0.75 inches for SP048, 1.25 inches for SP095, 1.75 inches for SP125, 2 inches for SP190, and 3 inches for SP250.

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

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

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



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

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

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

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

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

**403.14 Spot Wedging and Leveling Course.** The engineer will specify the locations and thickness of spot wedging and the thickness of leveling course to obtain the smoothest possible riding surface. This procedure may result in spot wedging operations over small areas with feather-edging at high points and ends of wedge areas. Rigid control of the placement thickness of the leveling course shall be required. Leveling course, consisting of a layer of asphaltic concrete of variable thickness used to superelevate curves and eliminate irregularities in the existing base, shall be spread uniformly to the specified profile grade and cross section. The mixture shall be uniformly spread and compacted, with only minor segregation as accepted by the engineer. Type SP125 or finer mixtures, as applicable, shall be used for the spot wedging and for the leveling course. Mixtures used as spot wedging and leveling courses shall be accepted in accordance with [Sec 403.23.8.3](#).

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

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

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

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

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

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

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

**403.15.5 Intelligent Compaction.** Intelligent Compaction requirements in accordance with Section 405 shall not apply unless required by job special provision. Intelligent compaction shall be conducted on the traveled way to monitor the optimum roller passes at a mean temperature above 180 F in accordance with [Sec 405](#). Passing Segments shall have a minimum of 85% coverage at or above the optimum number of passes. Segments with between 85% and 70% coverage will be called moderate segments. Any segment with less than 70% coverage at the optimum number of passes shall be a Deficient Segment. If 70% of the target IC-MV is not obtained, the segment shall be flagged accordingly in the Veta project file. All segments with a mean temperature of less than 180 F at the optimum pass shall be considered deficient.

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

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

by the engineer, the transverse joint shall be painted with a light coating of liquid asphalt. Hand manipulation of the mixture shall be minimized to avoid unsightly surface texture.

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

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

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

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

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

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

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

(f) A proposed independent third party name, contact, address, and phone number for dispute resolution.

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

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

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

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

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

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

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

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

Equipment - Test Method (AASHTO)	Requirement	Interval (Month)
Performance Testing Load Frames – R 18	Calibrate	12
Hamburg Wheel Track Test - R 18	Calibrate	12
Gyratory Compactor - T 312	Calibrate – 1.16 ± .02° internal angle	12 <sup>a</sup>
Gyratory Compactor - T 312	Verify	Daily
Gyratory Molds - T 312	Check Critical Dimensions	12
Thermometers - T 209, T 166, T 312	Calibrate	6
Vacuum System - T 209	Check Pressure	12
Pycnometer (Flask) - T 209	Calibrate	Daily
Binder Ignition Oven - T 308	Verify	12 <sup>b</sup>
Nuclear Content Gauge – T 287 or MoDOT TM 54	Drift & Stability – Manuf. Recommendation	1
Mechanical Shakers - T 27	Check Sieving Thoroughness	12
Sieves	Check Physical Condition	6
Weighted Foot Assembly - T 176	Check Weight	12
Mechanical Shaker - T 176	Check Rate & Length of Throw	12
Liquid Limit Device - T 89	Check Wear & Critical Dimensions	12
Grooving Tool - T 89	Check Critical Dimensions	12
Ovens	Verify Temp. Settings	4
Balances	Verify	12 <sup>b</sup>
Timers	Check Accuracy	6

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

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

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

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

- (a) Detailed results of the work performed (dimensions, mass, force, temperature, etc.)
- (b) Description of the equipment calibrated including identifying number.
- (c) Date the work was performed.
- (d) Identification of the individual performing the work.
- (e) Identification of the calibration or verification procedure used.
- (f) The previous calibration or verification date and next due date.
- (g) Identification of any in-house calibration or verification device used (including identification to establish traceability of items such as standard masses, proving rings, standard thermometers, balances, etc.).

**403.17.3.2 Record Retention.** Test records shall be maintained to permit verification of any test report. Records pertaining to testing, equipment calibration and verification, test reports, internal

quality systems review, proficiency sample testing, test technician training and evaluation and personnel shall be retained in a secure location for a minimum of three years.

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

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

**403.18.1 Assurance Testing.** At the plant, the contractor shall sample, condition, fabricate, and provide the  $CT_{\text{Index}}$  and  $RT_{\text{Index}}$  test specimens and provide loose mix material for all QA testing at the provided random tonnage in the presence of the engineer. The engineer will independently test the specimens and/or mixture at the frequency listed in Sec 403.19.3. The independent samples shall be of sufficient size to retain half for possible disputes.

The engineer's test results, including all raw data, will be made available to the contractor when completed and no later than the next working day.

**403.18.2 Core Chain of Custody.** QA density cores shall be sealed in approved tamper-evident containers immediately after extraction in the presence of the engineer.

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

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

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

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

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

contractor shall designate the test method to be used in the QC Plan. Final payment will be based on the indicated pay factor items.

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

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

#### 403.19.3.1 Test Method Modification.

**403.19.3.1.1 Binder Ignition Modification.** Asphalt content determination in accordance with AASHTO T 308, Section 6.9.1 shall be modified by adding the following: If the calibration factor exceeds 1.0 percent, lower the test temperature to 800 ± 8 F and repeat test. Use the calibration factor obtained at 800 F even if it exceeds 1.0 percent. If RAP is used, the binder ignition oven shall be calibrated in accordance with MoDOT Test Method TM 77. At the engineer's discretion, testing may be waived when production does not exceed 200 tons per day. The contractor shall certify the proper proportions of a previously proven mixture were used.

**403.19.3.1.2 Rice Test.** When the water absorption of any aggregate fraction is greater than 2.0 percent, the test method for determining theoretical maximum specific gravity, AASHTO T 209, shall be modified as follows: After completing the procedure in accordance with Section 9.5.1 or 9.5.2, drain water from the sample. To prevent loss of fine particles, decant the water through a

paper towel held over the top of the container. Spread the sample before an electric fan to remove surface moisture. Weigh at 15-minute intervals, and when the loss in mass is less than 0.05 percent for this interval, the sample may be considered to be surface dry. This procedure requires about 2 hours and shall be accompanied by intermittent stirring of the sample. Break conglomerations of mixture by hand. Take care to prevent loss of particles of mixture. Calculate the specific gravity of the sample by substituting the final surface-dry mass for A in denominator of Equations 2 or 3.

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

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

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

Test Method	Minimum Number of Specimens	Molded Specimen Height (mm)
<b>Required Fabrication for <math>CT_{Index}</math> and <math>RT_{Index}</math></b> <b>QC Frequency: 1 Set per 3000 tons</b> <b>QA Frequency 1 Set per 12000 tons</b>		
Cracking Tolerance Index ( $CT_{Index}$ )	5 Compacted Specimens	62 <sup>(b)</sup>
Rutting Tolerance Index ( $RT_{Index}$ )	3 Compacted Specimens	62 <sup>(b)</sup>
Retained Loose Mix <sup>(a)</sup> (QA sample only)	125 lbs	N/A



<b>Required Fabrication for Volumetrics and % Asphalt Content</b> <b>QC Frequency: 1 Set per subplot</b> <b>QA Frequency 1 Set per Lot</b>		
% Asphalt Content	1 Sample	N/A
Theo. Max SG of mixture, Gmm	1 Sample	N/A
% Air Voids	2 Compacted Specimens	N <sub>Design</sub>
Retained Loose Mix <sup>(c)</sup>	30 lbs	N/A
<b>Required Sampling for TSR</b> <b>QC Frequency: 1 Sample per 12,000 tons</b> <b>QA Frequency: 1 Sample per Project</b>		
Tensile Strength Ratio (TSR)	250 lbs	N/A

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

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

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

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

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

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

**403.20 Miscellaneous Applications.**

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

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

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

- (a) All base widening shall be constructed in accordance with [Sec 401.7](#) and subsections.
- (b) The minimum density of these mixtures shall be attained as specified herein, except, compaction may be performed in accordance with [Sec 403.15.3](#).

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

#### **403.22.3 Alternate Overlay.**

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

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

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

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

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

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

**403.23.1 Percent Within Limits.** PWL will be based on the mean, standard deviation and quality index of each lot's test results. The upper PWL ( $PWL_u$ ) and lower PWL ( $PWL_l$ ) is determined from the table in [Sec 502.15.8](#). For Upper or Lower Quality Index values less than zero, the value in the Table shall be subtracted from 100. Total percent within limits,  $PWL_t$ , is:  $PWL_t = (PWL_u + PWL_l) - 100$ . For Density of SMA mixes the  $PWL_u$  shall be 100.

The mean is:  $x_a = (\sum x_j)/n$

Where:  $x_a$  = Average of the individual values being considered

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

$n$  = The number of individual values under consideration

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

The Upper Quality Index is:  $Q_u = (USL - x_a)/s$

The Lower Quality Index is:  $Q_l = (x_a - LSL)/s$

Where:  $Q_u$  = Upper Quality Index

$Q_l$  = Lower Quality Index

USL = Pay Factor Item Upper Spec Limit

LSL = Pay Factor Item Lower Spec Limit

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

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

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

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

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

**403.23.1.1.5 Random Sampling.** For the purpose of QLA, all mixture produced at the plant and placed on the roadway shall be subject to random testing. Mainline density measurements at the roadway shall not be taken within 6 inches of an unconfined longitudinal joint. Random samples taken in the same day may be separated by 200 tons.

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

Any material with a CT<sub>Index</sub> less than 40 shall be removed and replaced with acceptable material by the contractor. For SMA mixtures, any material with a CT<sub>Index</sub> less than 80 shall be removed and replaced with acceptable material by the contractor.

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

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

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

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

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

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

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

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

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



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

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

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

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

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

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

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

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

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

**403.23.8 Miscellaneous Applications.**

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

(a) QLA and PWL shall not apply.

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

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

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

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

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

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

**406 Paver-Mounted Thermal Profiles**

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

**406.2 Required Measurements.** PMTPS measurements are required on the full width of paving of each asphalt lift. Collection of data shall include shoulder pavement when placed

simultaneously with the mainline. The shoulder paving data will be filtered out using Veta during data processing. PMTPS data collection is not required in the following exceptions:

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

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

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

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

#### **406.4 Construction Requirements.**

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

**406.4.2 Data Management.** PMTP data files shall be compatible with the Veta software. The contractor shall supply the engineer with the manufacturer's PMTPS Computer Software 14 days prior to beginning work and until ninety days after completion of all work. If Cloud Storage or Cloud Computing is used, the engineer shall be supplied one user ID with full access for the same time-period specified. If cloud storage is not used Raw PMTP data files shall be downloaded once per day and uploaded to the appropriate MoDOT IC-PMTP SharePoint site before the start of the next day's production. The following data management requirements shall apply:

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

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

- (1) The contractor shall have a properly trained person listed in the QC Plan that has completed a Veta training course within the last 2 years to perform the PMTP data collection and file management for the project.
- (2) The PMTP system shall have a documented annual calibration before beginning construction.
- (3) For each run, the thermal profile shall be divided into 150-foot sublots at the full paving width and partial data sublots as follows:
  - (a) Combine partial data sublots less than 75-feet with the previous data subplot.
  - (b) Treat partial sublots greater than 75-feet as one data subplot.
  - (c) Sublots shall not extend over multiple days, different lifts, or paving directions.
- (4) Veta files shall be completed and uploaded with the appropriate naming convention in accordance with MoDOT IC-PMTPS Protocol. Appropriate naming convention can be found in the IC-PMTP Document Helper located in the [Intelligent Compaction SharePoint site](#). The completed Veta files shall have the appropriate filters applied

with the summary data transferred to the Summary Report. An up-to-date Summary Report shall be provided to the engineer two days prior to the 1<sup>st</sup> and 15<sup>th</sup> of each month.

(5) **PMTP Quality Control Plan.** A pre-activity meeting shall be required prior to mainline paving. The PMTP Quality Control Plan shall be submitted to the engineer at least 2 weeks prior to the mainline paving pre-activity meeting. The plan at minimum shall include the following:

- (a) A list of personnel previously trained
- (b) Detailed daily verification procedure for checking the RTK-GNSS of PMTP
- (c) Procedure for downloading PMTP data from the instrument
- (c) The procedure for training operators or other project staff
- (e) Detailed daily verification procedure for checking the temperature sensor on the PMTP
- (f) The name of the designated PMTP Quality Control Technician
- (g) Procedure for submitting data
- (h) Contact information for technical support staff
- (i) Anticipated cellular service and GNSS coverage throughout entire project
- (j) A list of the control points with either UTM or State Plane Coordinates established by the contractor if a base station is required.

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

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

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

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

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

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

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

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

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

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

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

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

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

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

S. Pavement Smoothness for UBAWS NJSP-17-05

**1.0 Description.** Pavement smoothness shall be in accordance with Sec 610 except as modified in this provision. This provision adds Section 413.30 UBAWS mix type to the pavement smoothness requirement.

**2.0** Delete Sec 610.1 and insert the following:

**610.1 Description.** This work shall consist of measuring the smoothness of the final pavement surface. Smoothness shall be measured using the International Roughness Index (IRI). The following pavement types shall comply with this specification:

- a) Multi-lift asphalt construction contained in Sections 401, 403, and **413.30, including any combination of these mix types.**
- b) Concrete pavement construction contained in Sections 502 and 506.
- c) Combination of surface planing, such as diamond grinding or milling, and single lift asphalt construction contained in Sections 401, 403, and **413.30, including any combination of these mix types.**
- d) Single lift asphalt construction contained in sections 401, and 403.
- e) **Single lift asphalt construction contained in section 413.30.**

**3.0** Add section 610.5.2.2

**610.5.2.2** The contract price for resurfacing pavement types described in Section 610.1 (e) will be adjusted based on the improvement in profile index according to Table 4 for each segment with an initial IRI greater than 60 inches per mile.

Any segment with an initial IRI less than or equal to 60 inches per mile shall receive no percent improvement price adjustment if the segment IRI after placement of the overlay is also less than or equal to 60 inches per mile.

Any segment with an initial IRI less than or equal to 60 inches per mile that has an IRI greater than 60 inches per mile after placement of the overlay shall be paid at 97 percent of the contract unit price for pavement.

<b>Table 4</b>	
<b>Percent Improvement (Change in IRI / Initial IRI) X 100</b>	<b>Percent of Contract Unit Price For Pavement</b>
20.0 or greater	103
5.0 to 19.9	100
0.0 to 4.9	97
Below 0.0	97 <sup>d</sup>

<sup>d</sup> After correction to 0.0 or greater.

T. Paving Restrictions

**1.0 Description.** No paving operations/work will be allowed within the EB Route 100 temporary traffic control work zone for Bridge H03532 until all the bridge staging work (including associated road work) is completed.

**2.0 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.

U. Non-Tracking Tack Coat JSP-24-02

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

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

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

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

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

Item No.	Units	Description
407-10.07	Gal.	Tack Coat – Non-Tracking

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

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

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



**2.0 Material.**

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

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

<b>Table 1 - Resin Binder System</b>			
<b>Property</b>	<b>Test Method</b>	<b>Requirements</b>	
		<b>Polymeric Resin</b>	<b>MMA</b>
Ultimate Tensile Strength	AASHTO M-235	2500-5000 psi	1500-5000 psi
Elongation at break point	AASHTO M-235	30-70%	30-70%
Compressive Strength	ASTM C 579	1000 psi min. at 3 hours 5000 psi min. at 7 days	1000 psi min. at 3 hours 2000 psi min. at 7 days
Water Absorption	AASHTO M-235	1% max.	1% max.
Durometer Hardness (Shore D)	ASTM D-2240	60-80	40-75
Viscosity	ASTM D-2556	Class C: 7-30 poises	Class C: 12-20 poises
Gel Time	AASHTO M-235	Class C: 10 minutes min.	Class C: 10 minutes min.
Cure Rate (Dry through time)	ASTM D-1640	3 hrs. max.	3 hrs. max.
Adhesive Strength at 24 hours	ASTM D 4541	250 psi min. or 100% substrate failure	250 psi min. or 100% substrate failure

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

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

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

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

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

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

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

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

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

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

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

**3.2.1** The contractor shall pre-treat joints and cracks greater than ¼ inch in width and depth with the mixed Resin Binder System. Once the resin binder in the pre-treated areas has gelled, the installation of the HFST may proceed.

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

**5.0 Method of Measurement.** Final measurement of the completed HFST will not be made except for authorized changes during construction, or where appreciable errors are found in the contract quantity. When required, measurement of HFST, complete in place, will be made to the nearest square yard. The revisions or correction will be computed and added to or deducted from the contract quantity.

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

Item No.	Units	Description
413-99.05	Sq. Yd.	High Friction Surface Treatment - Bauxite

W. Concrete Pavement (Non-Reinforced, Joints)

**1.0 Description.** This work shall consist of constructing a Portland cement concrete pavement, with transverse contraction joints and without reinforcement, as shown on the plans or as directed by the engineer.

**2.0 Material.** Material for concrete pavement (non-reinforced, joints) shall be as specified in Sec 502.2.

**3.0 Equipment.** Equipment and tools necessary for handling material and performing all parts of the work for concrete pavement (non-reinforced, joints) shall be as specified in Sec 502.3.

**4.0 Construction Requirements.** Construction requirements for concrete pavement (non-reinforced, joints) shall be as specified in Sec 502.4.

**5.0 Joints.** Joint for concrete pavement (non-reinforced, joints) shall be as specified in Sec 502.5.

**5.1 Concrete Pavement (5 ¾ In. Non-Reinforced, 7 ½ Ft. Transverse Contraction Joints).** Transverse contraction joint spacing shall be 7.5 ft. as specified in the plans or as directed by the engineer. Dowel bars are not required in concrete pavement (5 ¾ in. non-reinforced, 7.5 ft. transverse contraction joints) used for shoulder pavement.

**5.2 Concrete Pavement (8 ½ In. Non-Reinforced, 6 Ft. Joints).** Transverse contraction joint spacing shall be 6 ft. as specified in the plans or as directed by the engineer. Dowel bars are required in concrete pavement (8 ½ in. non-reinforced, 6 ft. joints) used for shoulder widening pavement that will support traffic during the bridge stage construction.

**6.0 Curing.** Curing for concrete pavement (non-reinforced, joints) shall be as specified in Sec 502.6.

**7.0 Removing Forms.** Removing forms for concrete pavement (non-reinforced, joints) shall be as specified in Sec 502.7.

**8.0 Surface Smoothness.** Surface smoothness for concrete pavement (non-reinforced joints) shall be as specified in Sec 502.8.

**9.0 Opening to Traffic.** Opening concrete pavement (non-reinforced, joints) to traffic shall be as specified in Sec 502.9.

**10.0 Material Acceptance.** Material acceptance for concrete pavement (non-reinforced, joints) shall be as specified in Sec 502.10.

**11.0 Contractor Quality Control.** Contractor quality control for concrete pavement (non-reinforced, joints) shall be as specified in Sec 502.11.

**12.0 Quality Assurance.** Quality assurance for concrete pavement (non-reinforced, joints) shall be as specified in Sec 502.12.

**13.0 Unacceptable Material.** Unacceptable material for concrete pavement (non-reinforced, joints) shall be as specified in Sec 502.13.

**14.0 Method of Measurement.** Concrete pavement (non-reinforced, joints) will be measured in accordance with Sec 502.14.

**5.0 Basis of Payment.** The accepted quantity of concrete pavement (non-reinforced, joints), complete in place, will be paid for in accordance with Sec. 502.15 at the contract unit price for:

Item No.	Units	Description
502-99.05	Sq. Yd.	Concrete Pavement (5 ¾ In. Non-Reinforced, 7.5 Ft. Transverse Contraction Joints)
502-99.05	Sq. Yd.	Concrete Pavement (8 ½ In. Non-Reinforced, 6 Ft. Joints)

X. Type A Crashworthy End Terminal (MASH TL-2)

**1.0 Description.** This work shall consist of furnishing and installing Type A crashworthy end terminals (MASH TL-2) as shown on the plans or as directed by the engineer.

**2.0 Material.**

**2.1** Equipment and material shall be as specified in Sec 606.30.2.1.

**2.2** All Type A crashworthy end terminal (MASH TL-2) installations shall be 25 feet long. Additional MGS guardrail shall be provided by the contractor, at the contractor's expense, to increase the Type A crashworthy end terminal (MASH TL-2) to a length of 25 feet.

**2.3** All Type A crashworthy end terminal (MASH TL-2) installations must be MASH Test Level 2 compliant.

**2.4** All Type A crashworthy end terminals (MASH TL-2) must be on MoDOT's qualified products list.

**3.0 Construction Requirements.** All Type A crashworthy end terminal (MASH TL-2) installations shall be constructed as specified in Sec 606.30.3 (including applicable sub-sections).

**4.0 Method of Measurement.** Measurement for Type A crashworthy end terminals (MASH TL-2) will be made for each unit assembled, installed and complete in place. Grading for Type A crashworthy end terminals (MASH TL-2) will be measured in accordance with Miscellaneous Shaping Slopes Class III – Modified Material Requirements.

**5.0 Basis of Payment.** The accepted quantity of Type A crashworthy end terminals (MASH TL-2), complete in place, will be paid for at the contract unit price for:

Item No.	Units	Description
606-99.02	Each	Type A Crashworthy End Terminal (MASH TL-2)

**5.1** Payment will be considered full compensation for complete installation including any backup assemblies or other items necessary for proper installation of the Type A crashworthy end

terminals (MASH TL-2) as required. Grading for the Type A crashworthy end terminals (MASH TL-2) will be paid for at the contract unit price for Shaping Slopes Class III – Modified Material Requirements.

Y. Concrete Gutter Type A (Special)

**1.0 Description.** This work shall consist of constructing special Type A concrete gutter as shown on the plans or as directed by the engineer. The curb height on the special Type A concrete gutter shall vary from 4 inches to 6 inches as detailed in the plans.

**2.0 Material.** Material for special Type A concrete gutter shall be as specified in Sec 609.10.2.

**3.0 Construction Requirements.** Construction requirements for special Type A concrete gutter shall be as specified in Sec 609.10.3.

**4.0 Method of Measurement.** Special Type A concrete gutter will be measured in accordance with Sec 609.10.4.

**5.0 Basis of Payment.** The accepted quantity of special Type A concrete gutter, complete in place, will be paid for at the contract unit price for:

Item No.	Units	Description
609-99.03	L.F.	Concrete Gutter Type A (Special)

**5.1** No direct payment will be made for the following:

- (a) Excavation below the upper surface of the special Type A concrete gutter.
- (b) Any work necessary for preparing the subgrade and backfilling the complete special Type A concrete gutter.
- (c) Furnishing or installing reinforcement.

Z. Temporary Long-Term Rumble Strips JSP-13-04C

**1.0 Description.** The work shall include furnishing, installing, maintaining and removing long-term rumble strips, as shown in the plans, or as designated by the engineer.

**2.0 Material.**

**2.1** The long-term rumble strips shall be 10 feet to 12 feet in length, fabricated from a polymer material, and be orange in color.

**2.2** The long-term rumble strips shall have a minimum width of 4 inches, but no greater than 6 inches. The long-term rumble strips shall have a minimum thickness of 0.25 inch, but no greater than 0.50 inch.

**2.3** The long-term rumble strips shall have a pre-applied adhesive backing for securing to the asphalt or concrete roadway surface.

**3.0 Construction.** Long-term rumble strips layout and spacing shall be in accordance with the plans or as approved by the engineer. The long-term rumble strips shall be installed and removed in accordance with manufacturer's recommendation. The contractor shall monitor and repair, and maintain if necessary the long-term rumble strips until removed.

**3.1** Each set shall consist of five individual strips spaced ten to twelve feet on center.

**3.2** The long-term rumble strips removal process shall not damage the roadway surface. If any damage occurs to the pavement during the removal of long-term rumble strips, the contractor shall replace or repair the damaged pavement at no cost to the Commission.

**4.0 Method of Measurement.** Measurement of long-term rumble strips will be per each complete set of five strips.

**5.0 Basis of Payment.** The accepted quantity of Temporary Long-Term Rumble Strips sets will be paid for at the contract unit price for 616-20.02, Temporary Long-Term Rumble Strips, per each set. The long-term rumble strips unit bid price shall include the cost of all labor, equipment and materials to install, maintain, and remove the rumble strips.

Item No.	Units	Description
616-20.02	Each	Temporary Long-Term Rumble Strips

AA. Work Zone Crash Cushion (Narrow)

**1.0 Description.** This work shall consist of furnishing, installing, operating, maintaining, cleaning, relocating and removing narrow work zone crash cushions as shown in the plans or as directed by the engineer in accordance with the manufacturer's recommendation.

**2.0 Material.** Material for narrow work zone crash cushions shall be as specified in Sec 612.2.

**3.0 Safety Requirements.** Safety requirements for narrow work zone crash cushions shall be as specified in Sect 612.3.

**4.0 Construction Requirements.** Construction requirements for narrow work zone crash cushions shall be as specified in Sec 612.4.

The narrow work zone crash cushions are to be used to protect the ends of the new Type C concrete barrier (retaining wall) during construction until the permanent guardrail can be attached to the new concrete barrier. The new Type C concrete barrier is located along Route 100 from Sta. 3077+28.71 Lt. to Sta. 3082+38.04 Lt.

**5.0 Basis of Payment.** Narrow work zone crash cushions will be paid for at the contract unit price. Relocation of narrow work zone crash cushions will be paid for at the contract unit price.



Item No.	Units	Description
612-20.40	Each	Work Zone Crash Cushion (Narrow)
612-20.41	Each	Work Zone Crash Cushion (Narrow) (Relocation)

BB. Truck Mounted Attenuator (TMA) for Stationary Activities JSP-23-04

**1.0 Description.** Provide and maintain Truck Mounted Attenuators (TMA) in accordance with Sec 612 and as specified herein.

**2.0 Construction Requirements.** Truck Mounted Attenuators (TMA) shall be used for the work activities indicated in the plans or specified herein.

**2.1 Signing** – All signing work within the project limits.

**2.2 Guardrail** – All guardrail work within the project limits.

**2.3 Concrete Traffic Barrier and Concrete Shoulder** – Construction of concrete traffic barrier and concrete shoulder from Sta. 3077+22.21 Lt. to Sta. 3082+38.04 Lt.

**2.4 WB Bridge (A7453) Epoxy Polymer Wearing Surface, Half-Sole Repair, Concrete Crack Filler and Concrete Barrier Repair** – Construction of epoxy polymer wearing surface, half-sole repair, concrete crack filler and concrete barrier repair at WB bridge (A7453).

**2.5 Removal of Rumble Strip at EB Bridge (H0353)** – Removal (mill/fill) of existing rumble strips on outside shoulder at EB bridge (H0353).

**2.6 Detector Loops** – Construction of the detector loops at the Route 100/Route M intersection.

**3.0 Method of Measurement.** No measurement will be made for Truck Mounted Attenuators (TMA).

**4.0 Basis of Payment.** Delete Sec 612.5.1 and substitute with the following:

**612.5.1** No payment will be made for truck mounted attenuators (TMAs) used in mobile operations or for any TMAs designated as optional.

**612.5.1.1** Payment for TMAs required for stationary work activities will be paid for at the contract unit bid price for Item 612-30.01, Truck Mounted Attenuator (TMA), per lump sum. The lump sum payment includes all work activities that require a TMA, regardless of the number of deployments, relocations, or length of time utilized. No payment will be made for repair or replacement of damaged TMAs.

Item No.	Unit	Description
612-30.01	Lump Sum	Truck Mounted Attenuator (TMA)

CC. 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	Lump Sum Temporary Traffic Control

DD. Contractor Designed, Furnished and Installed Steel Plates

**1.0 Description.** The Contractor may elect to utilize steel plating to cover open trenches on Route 100, on crossroads or in adjacent paved areas to mitigate overnight roadside hazards. Steel plates shall be secured from lateral movement while in use. Steel plates shall withstand H-20 traffic loading.

**2.0 Materials.** All materials shall be in accordance with Division 1000, Material Details, as specified in the Missouri Highway and Transportation Commission's current edition of Missouri Standard Specifications for Highway Construction.

**3.0 Construction Requirements.**

**3.1** Contractor shall provide asphalt wedging transitions for traffic and pedestrians at plate edges as detailed in the plans. Asphalt wedging transition for pedestrians shall comply with ADA pedestrian access routes as identified by Engineer. No direct pay for asphalt wedging or tack coat.

**3.2** Contractor shall document by evidence of registered professional engineer's seal, signature, and date in accordance with appropriate state licensing requirements showing the design and placement of the steel plating meets loading requirements.

**3.3** The Contractor shall conduct a pre-installation conference with the Engineer to review methods and procedures related to excavation support and protection. The pre-installation conference will address:

- Existing utilities and subsurface conditions.
- Proposed excavations.
- Proposed equipment.
- Monitoring of excavation support and protection system.
- Working area location and stability.
- Coordination with traffic control movements of general public.
- Removal of plating systems.

**4.0 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. Utilization of steel plating, asphalt wedging and tack cost is considered incidental to the Temporary Traffic Control lump sum pay item.

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

EE. Bridge Width Restriction

**1.0 Description.** Contractor shall notify the Engineer a minimum of two (2) weeks prior to initiating the Stage 1 construction of the bridge redeck in order to allow the Engineer to notify MoDOT Motor Carrier Services of the lane width restriction and for them to input the information into the TMS system.

**2.0 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 provision.

FF. Pavement Marking Layout

**1.0 Description.** Care is to be taken by the contractor to evaluate and document the existing pavement marking layout along the route prior to commencement of any pavement or shoulder work. Any new pavement marking placed after the completion of the paving work on this project shall match the pre-construction layout unless there are any authorized changes in the striping layout that have been approved by the Engineer.

**2.0 Construction Requirements.**

**2.1** The contractor shall submit to the Engineer for review and approval a pavement marking installation plan. This plan will include the pre-construction documentation of the existing pavement marking layout as well as the contractor's proposal for installing the pavement

markings, including locations of any intermittent pavement markings for passing zones to meet the requirements outlined above.

**2.2** Final striping will not begin until the contractor has received approval of the pavement marking installation plan.

**3.0 Method of Measurement.** Final measurement for pavement marking will not be made except for authorized changes during construction or where appreciable errors are found in the contract quantity. The revision or correction will be computed and added to or deducted from the contract quantity.

**4.0 Basis of Payment.** All costs and expenses incurred by the contractor in fulfilling the requirements of the provision shall be considered incidental to pavement marking cost.

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

**1.0 Description.** This provision provides the contractor with the option to either complete all Permanent Pavement Marking Paint (PPMP) prior to the time limits specified herein or to apply Temporary Pavement Marking Paint (TPMP) in accordance with Sec 620.10.2 (4 in. width) in all locations shown on the plans as PPMP and delay application of the PPMP until the spring of 2026, as allowed herein. PPMP is defined as Standard Waterborne Paint and High Build Waterborne Paint and does not include Sec 620.20.3 Durable Pavement Markings.

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

**1.2 Use of TPMP Prior to October 1.** The contractor has the option to apply TPMP in lieu of PPMP prior to October 1, 2025, even when there is sufficient time to complete the PPMP prior to October 1, 2025. For example, the contractor may choose to use TPMP as a base coat for the PPMP on open-graded surfaces in order to achieve higher retroreflectivity readings on the surface coat as compared to a single application.

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

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

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

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

**4.0 Time Exception.** If application of PPMP is to be delayed to the spring of 2026, the contractor shall submit a request to the engineer for a time exception and shall provide a revised work schedule that shows the planned completion of the PPMP.

**4.1** Upon receipt of the time exception request in Section 4.0, the engineer will list "Application of Permanent Pavement Marking Paint" as an exception on the Semi-Final Inspection form, thus granting an exception to the count of contract time thru June 1, 2026, solely for the purpose of delaying application of PPMP. This time exception shall not apply to any time needed to complete any other work items. Liquidated Damages, as specified elsewhere in this contract, shall remain in effect for all other work items not completed by the contract time limits, as specified elsewhere in this contract, and for PPMP not completed by June 1, 2026.

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

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

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

Item No.	Description	Units
620-99.01	Temporary Pavement Marking Paint	L.S.

HH. Pavement Marking Removal

**1.0 Description.** This work shall consist of all necessary operations for removal of existing pavement marking lines and intersection markings as shown on the plans or directed by the engineer.

**2.0 Construction Requirements.** Construction requirements for pavement marking removal shall be as specified in Sec 620.50.2 and as specified below.

**2.1** All pavement marking shall be removed by sand or water blasting. In the event that the sand or water blasting is unable to remove the existing pavement marking to meet the requirements in Sec. 620.5.2, an alternative removal method shall be used with the approval of the engineer.

**3.0 Method of Measurement.** The quantity of pavement marking removal will be measured in accordance with Sec 620.50.3.

**4.0 Basis of Payment.** The accepted quantity of pavement marking removal will be paid for at the contract unit price for:

Item No.	Units	Description
620-70.01	LF	Pavement Marking Removal
620-70.02	Each	Pavement Marking Removal (Symbols)

II. Coldmilling Bituminous Pavement for Removal of Surfacing and Modified Coldmilling

**1.0 Description.** The contractor is advised that there are concrete pavement patches and concrete base pavement areas that will require coldmilling as part of this project. These concrete pavements will not be measured and paid for separately but shall be included in the measurement and unit cost for Coldmilling Bituminous Pavement for Removal of Surfacing or Modified Coldmilling as shown in the plans.

**2.0 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 provision.

JJ. Slurry and Residue Produced During Surface Treatment of PCCP and Bridge Decks JSP-06-05A

**1.1 Description.** This work covers the requirements for controlling residue or slurry produced by milling, grinding, planing, grooving or other methods of surface treatments on new or existing PCCP and bridge decks in addition to Section 622.

**2.0 Construction Requirements.** The following shall be considered the minimum requirements for performing this work within the project limits.

**2.1** The contractor shall submit to the Engineer for approval in writing prior to the pre-construction meeting, the best management practices (BMP's) to be used to protect the environment, including the method of disposal of the residue whether on right of way or off-site.

**2.2** When slurry is dispersed on the right of way, BMP's shall be installed to keep slurry or residue from entering paved ditches or structures discharging within the areas restricted by Section 622.303.8.6, from entering any waterways or from leaving the right of way.

**2.3** Upon approval of the contractor's BMP and residue disposal plan and prior to the contractor beginning surface treatment operations, the Engineer will identify slurry or residue "no discharge zones".

**2.4** Operations may be suspended by the Engineer during periods of rainfall or during freezing temperatures.

**3.0 Basis of Payment.** No direct payment for slurry or residue control requirements for BMP's will be made. Compliance with this specification along with the cost of all materials, labor, and equipment necessary for the surface treatment work shall be included in and completely covered by the unit price bid for each of the items of work for surface treatment included in contract.

KK. Site Restoration

**1.0 Description.** Restore to its original condition any disturbed area at sites including, but not limited to, guardrail, sign, pull box, conduit, controller, power supply and pole base installations. Restoration shall be accomplished by placing material equivalent to that of the adjacent undisturbed area. Disturbed unpaved areas shall be fertilized and either seeded and mulched or sodded as directed by the engineer. The engineer will have the final authority in determining the acceptability of the restoration work.

**2.0** If the contractor elects and receives approval from the engineer for alternate trench and/or pull box locations, any areas of concrete slope protection, sidewalk, pavement, shoulders, islands and medians – as well as any similar improvements consisting of asphaltic concrete materials – removed in conjunction with their construction shall be replaced with improvements of similar composition and thickness. Removals shall be achieved by means of full depth saw cuts, the resulting subgrade compacted to minimum density requirements and topped with 4 inches of compacted aggregate base course prior to replacement of surface materials. Concrete materials used in replacement, shall be approved by the engineer. A commercial asphalt mix may be used for replacement of asphaltic surfacing upon approval of the engineer.

**2.1** Unless quantities and pay items for removal and subsequent replacement of improvements are contained in the plans for a specific location of removal work, no direct payment will be made for full depth saw cutting and the removal and subsequent replacement of asphalt or concrete slope protection, sidewalk, pavement, shoulders, islands, medians, sod and the required dowel and tie bars removed and replaced by the contractor as a result of his election to vary the location of conduit runs and pull boxes. This work will be considered as included in the various unit bid prices for conduit and pull boxes established in the contract, and no additional payment will be made.

**2.2** Sidewalks and sidewalk ramps that are disturbed as described in this provision shall be replaced to meet current ADA standards.

**2.3** Areas that are used by the contractor for jobsite trailers, equipment and materials storage, or used for project staging areas that are disturbed shall be cleaned up and restored to a condition that is both acceptable to the engineer and, at a minimum, equivalent to the existing site condition.

**3.0 Basis of Payment.** The cost of restoration of disturbed areas will be incidental to the unit price of guardrail, sign, pole base, conduit, controller, power supply and/or pull box. No direct payment will be made for any materials or labor, which is performed under this provision.

LL. Disposition of Existing Signal/Lighting and Network Equipment JSP-15-05A

**5.0 Description.** All controllers, cabinets, cabinet equipment, network equipment, DMS equipment, antennas, radios, modems, and other equipment noted in the plans shall be removed by the contractor and delivered to the following location:

Commission's Maintenance Lot  
Building A  
2309 Barrett Station Road



Ballwin, MO 63021

Email Address: [SLTRS@modot.mo.gov](mailto:SLTRS@modot.mo.gov)

Mr. Dennis Hixson, Traffic Supervisor, Preventive Maintenance/ITS  
Cell: (314) 565-6726

Mr. Ron Mize, Traffic Supervisor, Emergency Signal Maintenance  
Cell: (314) 565-6727

Mr. Brian Ducote, Traffic Supervisor, Roadway Lighting/Utility Locates  
Cell: (314) 681-8395

**6.0 Signal Equipment.** All equipment other than network communication devices noted in 3.0 are to be transported to the address listed above. The contractor shall notify the Commission's representative 24 hours prior to each delivery by calling the phone number listed above and ask for the field traffic supervisor.

**7.0 Network Communication Devices.** Devices such as CCTV cameras and domes, video encoders, device servers, Ethernet switches, media converters, and radio assemblies are to be transported to the address listed below. The contractor shall notify the Commission's representative 24 hours prior to each delivery by calling phone number listed below and providing details for the delivery.

Commission's TMC  
14301 South Outer Forty  
Chesterfield, MO 63017  
Phone Number: (314) 275-1524

**8.0** The contractor shall exercise reasonable care in the handling of the equipment during the removal and transportation. Should any of the equipment be damaged by the contractor's negligence, it shall be replaced at the contractor's expense. The contractor shall dispose of any other equipment. Delivery shall be within 2 working days of removal. All items returned shall be tagged with the date removed, project number and location/intersection.

**9.0 Basis of Payment.** Payment for removal, handling and transportation of all equipment specified shall be considered completely covered by the contract unit price for 202-20.10, Removal of Improvements, per lump sum.

Item No.	Units	Description
202-20.10	L.S.	Removal of Improvements

MM. Coordination with MoDOT Signal Shop for Cabinet Entry

**1.0 Description.** Commission-furnished color-coded pad locks have been placed on all of MoDOT's signal cabinets in addition to the key used to unlock the door handle. To gain access to the appropriate cabinets during the project all contractors shall coordinate with MoDOT's signal shop to obtain the proper keys and locks.

**1.0.1 Keys & Locks.** Red locks & keys are provided when a contractor has modified the signal cabinet and MoDOT staff shall not have access to the cabinet until it is accepted for maintenance. The blue keys are provided for entry into the cabinet where MoDOT's Signal Shop group deems the access to be minor in nature (entry to the cabinet to make a simple network switch connection, for example).

**1.0.2 Completion of Project.** At the completion of the project all keys and pad locks distributed to contractor during the project shall be returned to the Signal Shop supervisor or their representative and keys shall not be reproduced.

**2.0 Contact.** Initial contact must be made at least seven calendar days before work begins, preferably when the project has the notice to proceed or during the pre-construction meeting, if applicable. MoDOT's Signal Shop supervisors shall be notified prior to work beginning. Contact the signal shop via email at [sltrs@modot.mo.gov](mailto:sltrs@modot.mo.gov) to coordinate which padlocks are to be used.

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

NN. MoDOT TS2 Type 1 Cabinet Assembly

**1.0 Description.** The cabinet assembly shall meet, as a minimum, all applicable sections of the latest revisions as found in the NEMA TS2 Standard Publication and sections 902 and 1092 of the Missouri Standard Specifications for Highway Construction manual. Where differences occur, this specification shall govern.

**2.0 Materials.**

**2.1 Cabinet.** The cabinet shall be constructed from aluminum with a minimum thickness of 0.125 inches. The cabinet shall be designed and manufactured with materials that will allow rigid mounting, whether intended for pole, base or pedestal mounting. All mounting points where the cabinet is bolted to the foundation shall be reinforced at the factory by welding in an additional layer of material equal to the thickness of the material that the cabinet is constructed from. Triangular gussets are also required when the base plate and cabinet walls are welded together vs. continuous rolled material. A rain channel shall be incorporated into the design of the main door opening to prevent liquids from entering the enclosure. All external hardware shall be stainless steel. Unless otherwise specified, the cabinet exterior shall be supplied with a natural aluminum finish. Sufficient care shall be taken in handling to ensure that scratches are minimized. All surfaces shall be free from weld flash. Welds shall be smooth, neatly formed, free from cracks, blowholes and other irregularities. All sharp edges shall be ground smooth. The cabinet shall be equipped with (2) lifting brackets for installation and removal purposes.

**2.2 Cabinet Doors.** The cabinet shall include front and rear doors of NEMA type 3R construction with rain tight gaskets. A stiffener plate shall be welded across the inside of the main door to prevent flexing. Doors shall include a mechanism capable of holding the door open at approximately 90 and 165 degrees under windy conditions. Manual placement of the mechanism shall not be required by field personnel. Only the main door shall have ventilation louvers. A plaque designation "Traffic Control" shall be affix to each main cabinet door.

**2.3 Door Alarm.** The front and rear doors shall be equipped with switches wired to the traffic signal controller alarm **with** 1 input for logging and reporting of a door open condition. This should

indicate a Special Status 1 alarm in the signal controller alarm screen.

**2.4 Shelves.** No less than (2) shelves shall be provided and each shall have the ability to be independently removed, relocated, and adjusted. The front edge of each shelf shall have holes predrilled at a spacing of no greater than 8 inches to accommodate tie-wrapping to secure cables/harnesses.

**2.5 Mounting Rails.** A minimum of one set of vertical "C" channels shall be mounted on each interior wall of the cabinet for the purpose of mounting the cabinet components. The channels shall accommodate spring mounted nuts or studs. All mounting rails shall extend to within 7 inches of the top and bottom of the cabinet.

**2.6 Pull-out Drawer.** The cabinet shall be equipped with a pull-out drawer/shelf assembly. A 1½ inch deep drawer shall be provided in the cabinet, mounted directly beneath the controller support shelf. The drawer shall have a hinged top cover and shall be capable of accommodating one complete set of cabinet prints and manuals. This drawer shall support 50 pounds in weight when fully extended. The drawer shall open and close smoothly. The drawer dimensions shall make maximum use of available depth offered by the controller shelf and be a minimum of 18 inches wide.

**2.7 Police Door.** The police door shall contain only (1) switch used for flash/auto operations. The ability to turn field indications off from the police panel will not be permitted.

**2.8 Lighting.** The cabinet shall include no less than (3) field replaceable LED light assemblies along the top and sides of the cabinet. The LED panels shall be controlled by a manually activated toggle switch on the tech panel.

**2.9 Fans/Ventilation.** The components of the system as well as the CFM requirements shall be in compliance with the MoDOT 902 & 1092 specifications.

**2.10 Heater.** The cabinet shall be supplied with a 200 Watt fan heater with thermostat control that is designed to protect electronics from the effects of low temperatures such as corrosion, freezing or condensation, which can damage critical components within a control enclosure. Housing shall be constructed of aluminum. Overall dimensions including mounting areas shall be approximately: 4inch depth, 4inch width, 5.50inch height.

**2.11 Switch Guards.** All switches shall include switch guards. All switches shall be clearly labeled.

**2.12 Receptacles and power strip(s).** One 8-outlet IP-addressable power strip shall be provided and Commission-furnished. The installation of the power strip shall be included in the cost of the cabinet assembly. The main door tech panel shall contain a 15 amp duplex GFI receptacle. A separate grounded service outlet shall be provided in the controller cabinet for supplying power to the video detection monitor. The monitor shall be installed to automatically power on when the cabinet door is opened and automatically power off when the cabinet door is closed. The use of the grounded service outlet located on the cabinet door will not be permitted for this function. A manual on/off switch shall also be provided and mounted to the main door tech panel.

**2.13 16-Position Back Panel Wiring.** All new signal cabinets shall have a 16-position load switch back panel and conform to the following specifications. Regardless of the number of phases

specified on the plans, all load switch positions shall be completely wired for use. The load switch back panel shall be configured for NEMA Configuration "A" or "G" as designated on the signal plans. Vehicle phases, overlaps (including FYA configurations), and pedestrian phases shall be wired such that it must work with a Type 16 MMU. The cabinet shall include both a DT panel and a CTB (SDLC) panel with 6 harnesses.

## **2.14 Detection Configuration.**

**2.14.1 For all Detector Types.** Detection configuration shall be in accordance with the configuration prescribed in the SL District Detection JSP.

**2.14.2 Intersections with Video Detection.** For intersections with video detection, the cabinet shall be wired to automatically power on the video monitor when the cabinet door is open.

**2.15 Load Switch.** The front of the load switch shall be provided with (3) indicators to show the input signal from the controller to the load switch and (3) indicators to show the output to the field devices. The full complement of load switches shall be supplied with each cabinet to allow for maximum phase utilization for which the cabinet is designed.

**2.16 SDLC.** All connection points shall be protected by a BIU 15 pin surge suppressor used for the protection of any devices on Port 1 Synchronous Data Link Control (SDLC). Each cabinet shall be provided with a SDLC hub assembly and (6) SDLC cables unless otherwise noted on the order form. All mechanical connections shall be soldered.

**2.17 Surge Protection.** Surge protection shall be a modular plug in type product as listed in the MoDOT Traffic APL.

**2.18 AC line filter.** The AC line filter shall protect equipment from malfunctions due to conducted interference coming into the equipment from line, especially line to ground (common mode) noise and transients. Overall dimensions including mounting areas shall be approximately: 4.17inch width and 3.53inch height.

**2.19 Signal Buss Relay.** The relay shall be a direct "drop-in" replacement for existing mercury displacement relays. The relay shall be a single pole solid state or hybrid relay. Overall dimensions including mounting areas shall be approximately: 2.5inch depth, 2inch width, 5 inch height.

**2.20 Field Wiring termination.** All field wires shall be attached to the back panel terminal strips via a mechanical copper lug, which can accommodate wire sizes from 14AWG - 6AWG. Lugs shall be provided for all field outputs to maximize the cabinet design.

**2.21 Flash Transfer Relays.** The full complement of relays shall be supplied with each cabinet to allow for maximum phase utilization for which the cabinet is designed.

**2.22 Cabinet Wiring Prints.** Paper cabinet prints as well as electronic media shall be provided with each cabinet. (4) paper copies shall be provided (22" X 34") and (1) electronic copy in pdf and dgn format. All flash program wiring configurations shall be represented on the cabinet print (Red, Amber, No Flash, FYA, Ped, FYA & Ped).

**2.23 Generator Attachment.** A generator plug shall be installed on each cabinet unless

otherwise noted. The access door shall be hinged, lockable and watertight. The plug shall conform to the (NEMA L5-30 configuration). An automatic transfer switch shall be provided which will switch power to/from "line", "UPS" or "generator" when power from one of the sources has been lost or gained. The unit shall be rated for 30 amps and shall contain either a LCD display or indicator lights that validate the following: Line in, Line out, UPS in, UPS out and "from" generator. The unit shall contain a main breaker (on/off switch), a UPS bypass breaker (switch) and a Generator breaker (switch). To minimize the impact of the presence of the auto transfer switch, the dimensions shall be no greater than 12" wide X 6" deep X 4" high. The unit shall be constructed of either aluminum or stainless steel.

### **3.0 Testing.**

**3.1** Each controller and cabinet assembly shall be tested as a complete entity under signal load in accordance with Missouri Standard Specifications Section 902 for a minimum of 30 days after installation.

**3.2** Each assembly shall be delivered with a signed document detailing the cabinet final tests performed.

The cabinet shall be assembled and tested by the controller manufacturer or authorized local distributor to ensure proper component integration and operation.

### **4.0 Warranty and Training.**

**4.1** If a Controller and/or Malfunction Management Unit are ordered with a cabinet assembly, the Controller and Malfunction Management Unit shall be warranted by the manufacturer against mechanical and electrical defects for a period of 2 years from date of shipment. The manufacturer's warranty shall be supplied in writing with each cabinet and controller. Second party extended warranties are not acceptable.

**4.2** The cabinet assembly and all other components shall be warranted for a period of one year from date of shipment. Any defects shall be corrected by the manufacturer or supplier at no cost to the owner.

**4.3** MoDOT may require training on the maintenance and operation of NEMA TS2 cabinet assemblies. Maintenance and operation personnel shall be trained on troubleshooting, maintenance and repair of cabinets and all serviceable equipment. Training shall include field level troubleshooting and bench repair. This training shall be for a minimum of sixteen hours over two days. Training shall be conducted at a time and location mutually agreeable by the contractor and the signal shop traffic supervisor or as directed by MoDOT.

**5.0 Method of Measurement.** Method of measurement shall conform to Sections 902 and 1092 of the Standard Specifications.

**6.0 Basis of Payment.** Payment included with cost of the following pay item:

<b>Item No.</b>	<b>Description</b>	<b>Unit</b>
902-42.83	Controller Assembly Housing, NEMA TS2 Controller	Each

OO. Traffic Signal Maintenance and Programming

**1.0 Description.** Traffic signal maintenance and timing for this project shall be in accordance with Section 902 of the Standard Specifications, and specifically as follows.

**2.0 Qualified Traffic Engineer**

**2.1** The contractor shall have an experienced traffic Engineer with a Professional Engineer's (PE) license in Missouri as well as a Professional Traffic Operations Engineer (PTOE) certification (hereafter referred to as "contractor's traffic Engineer") with the noted experience defined below. MoDOT shall approve the traffic Engineer prior to them being hired.

**2.2 Experience.** Any proposed contractor traffic Engineer shall be able to demonstrate personal successful previous experience in the following tasks:

**2.2.1 Response.** The contractor's traffic Engineer shall have the ability to be on site within 1 hour of being requested.

**2.2.2 Corridor Management:** Time/space diagram manipulation in order to successfully adjust offsets and splits for rapidly changing traffic demands.

**2.2.3 Controller Programming:** Ability to program by hand and by software Phase, TBC, and Coordination levels of Siemens controllers along with NTCIP-compatible controllers.

**2.2.4 Intersection Programming:** Implementation of adjusted and/or new timing plans as a result of changing traffic demand.

**2.2.5 Signal Software:** Use and understanding of both Siemens signal software and TransCore traffic control software.

**2.3** The contractor shall submit the names(s) of proposed traffic engineer(s) and the name(s) all of other personnel on their proposed staff along with detailed experience in all tasks outlined in Paragraph 2.2 above. The Engineer reserves the right to reject any contractor traffic engineer, before the start of work, who does not have sufficient experience or, at any point during the project, which does not satisfy the requirements set forth within this Job Special Provision. A list of potential traffic engineers shall be submitted for review to the Project Manager and the Commission's Traffic Engineers prior to bid.

**2.4 VPN Access.** The Commission operates the noted signals through a central signal system which is capable of remote adjustments to controller programming.

**2.4.1** The approved contractor's traffic Engineer and any staff assigned to manage the traffic signals during the project is encouraged to apply for VPN (Virtual Private Network) access with the Engineer once the project is awarded. If approved, the Engineer will assign a unique IP address to the contractor's traffic engineering staff, which will allow for remote access to the Commission's central signal control systems as appropriate and the ability to interface with the noted signals on this project.

**3.0 Existing Traffic Signals and Communication System**

**3.1** The contractor shall notify the Engineer 3 weeks prior to the date of ramp bridge closure and detour implementation. The contractor shall meet with the Engineer's representatives to discuss their traffic mitigation plan at least 1 week before the date of the first closure and as needed between construction stages. Traffic mitigation plan should at a minimum include:

- Proposed Timing Plan changes and any models
- Anticipated locations of concern
- A map in electronic format displaying the locations and names of the signals and owning agency as detailed in Paragraphs 3.2 and 3.3 below.
- Other traffic mitigation efforts

**3.2** Once a ramp closure has been implemented by the contractor, the contractor shall then be solely responsible for the following signals' controller programming until completion of all closures necessary to complete the contractor's work. Maintenance at these locations for items other than controller programming issues or incidents caused by controller programming or other construction done by the contractor shall remain with the Commission. If any part of an existing traffic signal or its controller within the limits of this project has otherwise been modified or adjusted by the contractor, or the contractor makes any roadway changes to reduce the traffic capacity through a signalized intersection within the limits of the project, or the contractor begins work at an intersection with signals already in operation, the contractor shall then be solely responsible for that signal's controller programming and all signal maintenance as specified in 902.2 and 902.3, except for power costs, until Final Acceptance of the project. Traffic signal maintenance and timing responsibilities shall be broken down in accordance with the below schedules:

Signals Affected:

MO 100 @ I-44 EB Ramp-Osage  
MO 100 @ I-44 WB Ramp

**3.3** The Engineer shall provide to the contractor 2 weeks' notice an electronic report on the existing phasing and timing of each traffic signal, which may be the contractor's responsibility to program. The Engineer's representative shall be available to the contractor before any changes are made to a signal or controller to answer any questions about the report. In lieu of the report, the contractor's traffic Engineer may obtain this information from the appropriate agency's central signal control system. Once the contractor has modified a signal or controller for any reason, the contractor shall be solely responsible for the existing timing plans and all subsequent timing changes.

**3.4** The contractor shall notify the Engineer or representative of the changes no later than 1 working day after changes are programmed if unable to provide advance notice as specified in 902.2. In addition, the Contractor shall notify the Engineer and the Commission's Traffic Engineers within one (1) hour of successful implementation of the detour plan.

**3.5** The contractor shall be solely responsible for maintaining the coordination at any affected signal to the satisfaction of the Engineer or representative until completion of work as set forth in section 3.2 of this provision. Maintenance of coordination may include the synchronization of the affected controller's internal time clocks to the second using an atomic clock, or other means approved by the engineer. If time clock synchronization is used, the contractor shall verify all affected controllers are synchronized at least 1 time per week with a report to the Engineer or

representative. This report will be in the form of a documentation record as spelled out in the Work Zone Traffic Management Plan.

#### **4.0 Existing Traffic Signal Maintenance and Response**

**4.1** The contractor shall respond to any signal timing complaints or malfunction complaints for those locations detailed in Section 3.0 of this provision and as specified in Section 902.21.1. Response time shall be 1 hour for complaints received by the contractor between 6 AM and 6 PM on non-holiday weekdays, and 2 hours for all other times. For some cases (due to travel times or other extenuating circumstances) additional time may be acceptable within reason, but must be approved by the engineer. These timeframes will replace the '24 hour' response time in Section 105.14 for any signal-related incidents, where the entire cost of the work, if performed by MoDOT personnel or a third party, will be computed as described in Section 108.9 and deducted from the payments due the contractor.

**4.2** The contractor must supply a contact name and phone number who will be responsible for receiving signal timing complaints for the Engineer. These complaints may be forwarded directly to the contractor by someone other than the Engineer's representative and will not relieve the contractor from properly responding based on the response times of this Provision. The contractor shall respond to the Engineer and notify the Commission's Traffic Engineers and the representative within 12 hours of the complaint as to the remedy. The contractor shall submit to the Engineer's representative a weekly report of complaints received and remedies performed throughout the duration of the project.

#### **5.0 Original Signal Controller Programming and Acceptance**

**5.1** The contractor will be responsible for restoring the original signal controller programming at existing intersections and coordination plans for each intersection immediately upon ramp re-opening. The Engineer shall preserve and house the original controller files and provide the contractor with access to those files to perform the restoration of the original plans. Normal plan restoration can be done by a manual command in the signal control system or a preprogrammed time-of-day command change. For any locations rendered offline at the time of re-opening, these locations shall be returned to normal operation by hand. The Contractor shall notify the Engineer and the Commission's Traffic Engineers within one (1) hour of removal of the detour plans. The contractor will be relieved of signal programming maintenance at an existing restored intersection once 48 consecutive hours have passed without a programming malfunction, including restoring normal signal programming to the satisfaction of the Commission. If an agency desires any changes from an original plan, the agency will assume immediate maintenance of the signal to implement desired changes.

#### **6.0 Post Project Report**

**6.1** The contractor shall submit to the Engineer a post project report, four to six weeks after the final signal adjustments have been completed. The report shall include at a minimum an observation report, summary of timing changes and locations, summary of complaints, and any other pertinent information regarding the contractor's efforts for managing these signal corridors in one electronic document.

#### **7.0 Deliverables**



**7.1** All deliverables mentioned in this provision shall be submitted to the Engineer in a timely manner to the satisfaction of the Engineer prior to receiving full compensation for this work.

- Experience submittal
- Preliminary Traffic Mitigation Plan
- Notification of Detour Implementation
- Time Base Reports, As Needed
- Complaint Resolutions
- Notification of Restoration to Normal Operations
- Post Project Report

**8.0 Construction Requirements.** Construction requirements shall conform to Sections 902, 1061 and 1092.

**9.0 Method of Measurement.** Method of measurement shall conform to Section 902.

**10.0 Basis of Payment.** Payment will be considered full compensation for all contractor services, installation, and labor to complete the described work:

Item No.	Description	Units
902-99.01	Traffic Signal Maintenance and Programming	L.S.

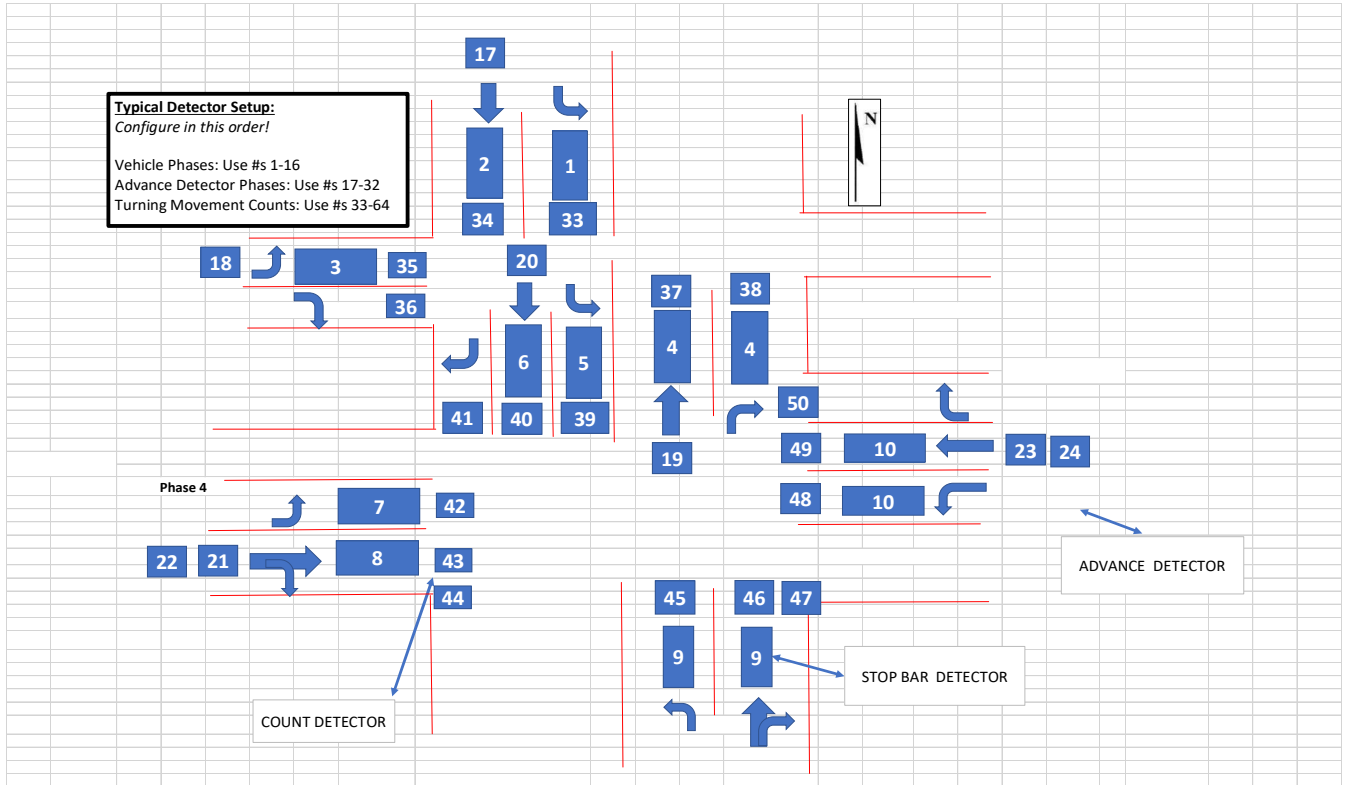
PP. SL District Traffic Signal Detection System

**1.0 Description.** This work shall consist of providing detectors for signalized installations that will support advance traffic signal performance measures (ATSPM) on the Commission's St. Louis District roadways. Detectors shall be in accordance with the Missouri Standard Specifications for Highway Construction (latest version) and installed to provide detection at locations as shown on the plans or as directed by the Engineer in accordance with Section 902. If any information conflicts between Section 902 and this JSP, the JSP shall supersede.

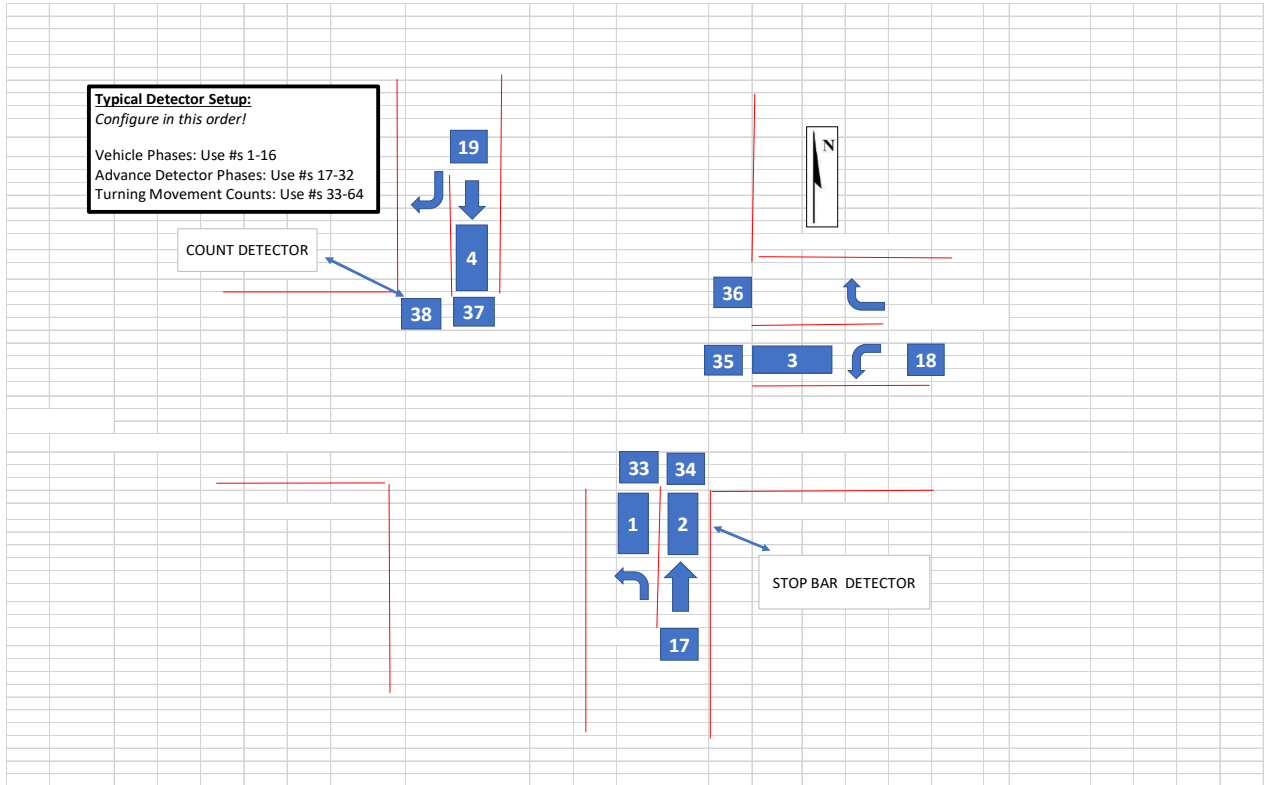
**2.0 Detector Zones.** The following detector zones shall be placed as shown in the plans:

- Stop Bar Detection
- Advance Upstream (Performance Measures)
- Dilemma Zone
- Turn Counts
- Advance Video Zones (if applicable)
- Radar Zones (if applicable)
- Advance Data Collector (if applicable)
- Bicycle/Pedestrian (see Section 2.2)

MO 100 at I-44 EB Ramp - Osage



MO 100 at I-44 WB Ramp



**2.1 Dilemma Zones.** Dilemma zone detection shall be required for the following approaches for high speed dilemma zone detection:

**Route 100 (Osage St.) EB at Route 100 Crossover – 45 MPH**  
**Bus. Loop 44 (Osage St.) WB at Route 100 – 50 MPH**

Dilemma zone detectors shall be placed at 5 secs and 8 seconds travel time before stop bar per below Table unless directed otherwise in the plans or by the Engineer.

Approach Speed (MPH)	Advance Detector Placement 5 secs Travel time	Advance Detector Placement 8 seconds travel time
35 mph	260	415
40 mph	295	470
<b>45 mph</b>	<b>330</b>	<b>530</b>
<b>50 mph</b>	<b>370</b>	<b>590</b>
55 mph	405	645
60 mph	440	705

**2.2 Bicycle/Pedestrian Zones.** Bicycle and/or pedestrian zones (if applicable) shall be provided as directed by the Engineer. Specific zone placement and description as required by vendor shall be reviewed and approved by the Engineer.

**3.0 Performance Measures.** In addition to presence detection, the detection system shall be capable of providing data to an advanced traffic signal controller that can perform at a minimum

the following calculations in real time for each detection zone without the addition of another device:

- Speed
- Volume
- Lane Occupancy
- Vehicle Classification
- Other available performance measures

For speed calculations thru movements are required for all detection installations. Turning movement measurements are required for all detection installations. For volume measurements/calculations both mainline thru and all turning movements are required. All values are to be assigned to detector channels within the controller. Other performance measures must be clearly defined. In all cases all performances measures must be ultimately available in an easily usable, exportable format. Turning movement counts shall be installed per the detector setup diagram(s) above to include all lanes. The Contractor shall provide documentation to the Engineer to confirm the volumes are configured and operational through the detection system. The Contractor shall also provide a final schedule of detector assignments in the .pdf format to the Engineer and the Commission's signal maintenance supervisor. Performance measurement data must be configured and fed into the Commission's ATSPM platform with data storage confirmed, see Section 5.0. If utilized on the project, the Contractor's Traffic Engineer shall assist in this task.

**4.0 Material.** The Contractor can choose from the following list of detector types according to the exceptions noted below:

- Induction Loop
- Video Image
- Radar

Reference each detection type's subsection for specific allowable models. Unless otherwise specified on the plans, the Contractor may supply more than one type of detector and customize the installation based on field conditions, as approved by the Engineer.

**4.1 Induction Loops.** Induction loops, if selected, shall be in accordance with the Missouri Standard Specifications for Highway Construction (latest version) and shall be installed to provide detection at locations as shown on the plans or as directed by the Engineer in accordance with Section 902. Detector channels shall be assigned as per the layout in this JSP or as directed by the Engineer.

**4.2 Video Detection.** If video detection is selected, the following provisions shall also apply.

**4.2.1 Description.** The Contractor shall furnish and install all equipment, materials, software and other miscellaneous items that are required to provide a fully functional Video Detection System for the control of vehicular and pedestrian traffic signals.

**4.2.2 Material.** The video detection system shall consist of power supply, hard-wired video cameras, all necessary video and power cabling with end connectors, mounting brackets, surge protection as recommended by the manufacturer, video detection processors/extension modules

capable of processing the number of camera and phase combination video sources shown on the project plans. The video detection system will be defined as the complete assembly of all required equipment and components for detection of vehicles. Each video detection system shall consist of the video camera(s), lightning arrester for video cabling, processor unit(s), control device (track ball or keypad; no mouse allowed), software and license for system control via a computer (if applicable), communication components, and a color monitor. The video detection system shall have the most current available firmware installed. All camera views shall be obtainable without requiring the disconnection and reconnection of cables within the system. The video detection systems in the list below are the only systems that are tested, fully functional, and approved for use in the St. Louis District.

- Autoscope Vision
- Iteris Vantage Next
- Aldis Gridsmart Smart mount Camera (Performance Module to be included)

**4.2.3 Installation Requirements.** The video detection system shall be installed per the manufacturer's recommendations. The installer shall be certified by the video detection system's manufacturer to install the system. All CAT5 cable runs (if used) shall be continuous without splice from the cabinet to the camera. If requested by the engineer, a factory certified representative from the supplier shall be available for on-site assistance for a minimum of one day during installation. The bottom of the video camera shall be mounted per the manufacturer's recommendations, unless otherwise indicated on the plans or approved by the Engineer. The video detection system shall not be installed on pedestal signal unless otherwise directed by the Engineer. The video detection system shall not be installed on a 15' luminaire arm unless otherwise directed by the Engineer.

A separate grounded 120 VAC service outlet shall be provided in the controller cabinet for supplying power to the parts of the video detection system requiring AC power. Use of the grounded service outlet located on the cabinet door will not be permitted. The video detection system must integrate/be compatible with an Advanced Transportation Signal Controller (ATC).

The Contractor shall also be advised that if the Iteris Vantage Next video detection system is selected for locations utilizing existing signal cabinets, the Contractor shall also procure an upgraded power supply for the video detection system per the Manufacturer's recommendations.

**4.2.4 Detection Zones.** The detection zones shall be created by drawing the detection zones on the video image. A graphical user interface shall be built into the video detection system and displayed on a video monitor or computer. It shall be possible to edit previously defined detector configurations to fine-tune detection zone placement. When a vehicle is detected by crossing a detection zone, there shall be a visual change on the video display, such as a flashing symbol or a change in color or intensity to verify proper operation of the video detection system.

**4.2.5 Performance.** Overall performance of the video detection system shall be comparable to inductive loops. Using camera optics and in the absence of occlusion, the video detection system shall be able to detect vehicle presence with 98% accuracy under normal day and night conditions with only slight deterioration in performance under adverse weather conditions, including fog, snow and rain. When visibility exceeds the capabilities of the camera, the video detection system shall default to placing a call on all detectors. Supportive documentation is required to meet this specification and shall be provided to the Engineer before installation.

**4.2.6 Monitor.** The monitor shall be an LCD active matrix with a minimum 7" diagonal screen color monitor, an NTSC-M system and BNC video in-out connections built into the housing. The unit shall be compact and lightweight, securely mounted to the cabinet shelving, have low power consumption, constructed to operate under extreme temperature conditions, and run on AC power. AC adaptor shall be included. The monitor shall be installed to automatically power on when the cabinet door is opened and automatically power off when the cabinet door is closed. A manual on/off switch shall be provided.

**4.2.7 Video Camera and Housing.** The camera shall produce a color video image of vehicles during daylight hours, with an optional production of black and white images during nighttime hours. The video shall produce a clear image for scenes with a luminance from a minimum range of 0.18 to 929 foot-candles (2.0 to 10,000 lux). The camera shall provide a minimum resolution of 430 lines horizontal (TVL) and 350 lines vertical under NTSC operation. The camera shall include an electronic shutter or auto iris control based on average scene luminance and shall be equipped with an auto iris lens. sun shield that prevents sunlight from directly entering the lens. The sun shield shall include a provision for water diversion to prevent water from flowing in the camera field of view and shall be able to slide forward and back.

**4.2.8 Video Detection System Connections.** All bus connections in the video detection system shall be corrosion resistant. Serial communications to a computer shall be through an RS-232/RS-422 serial port through a subminiature "D" connector with a computer running supplied system software. The port shall have the capability to access detection system data as well as the real-time imagery needed to show detector actuations. The processor shall have a RJ-45 plug using Ethernet 10/100 protocols. The equipment shall be provided with either a NEMA TS1 or NEMA TS2 interface as shown on the plans.

For TS1 systems, the video detection system shall be equipped with a TS1 detector interface for a minimum of 32 detector outputs. Logic output levels shall be compatible with the TS1. A subminiature "D" connector on the video detection system shall be used for interfacing to these outputs.

For TS2 systems, the video detection system shall be equipped with a TS2 Type 1 detector interface, where detector information is transmitted serially via an RS-485 data path. A 15-pin subminiature "D" connector, meeting the requirements of the TS2 standard, shall be used for the serial detector output. A minimum of 32 detector outputs is required, with the capability of expansion to 64 outputs if required based on the design plans.

The contractor shall be responsible for any changes or additions to either an existing or new cabinet in order to provide a properly functional video detection system and monitor display. This may include, but is not limited to, additional SDLC connectors, an MMU (malfunction management unit), shelf relocation and component reorganization. No direct pay for any changes or additions. All required connections will be considered part of the video detection system installation.

**4.2.9 Documentation.** The contractor shall provide one bound copy and one electronic version (.pdf format) of the user's manual.

**4.3 Radar Detection.** If radar detection is selected, the following provisions shall also apply.

**4.3.1 Description.** Provide, install and test continuous tracking advance detector (CTAD) units and cabinet interface to detect range, speed, and vehicle estimated

time of arrival (ETA) to the stop bar for vehicles or clusters of vehicles moving in the user selected direction of travel. The CTAD shall also detect instantaneous roadway efficiency. This specification sets forth the provisions for a radar detection system that detects vehicles, pedestrians, bicycles, and motorcycles on roadways and provides vehicle presence and full-motion tracking.

#### **4.3.2 Material**

**4.3.2.1 Stop Bar Detector.** The radar detection systems in the list below are the only systems approved for use in the St. Louis District. Installation of radar detection systems shall follow both the below specifications and the manufacturer's instructions.

- WAVETRONIX SmartSensor
  - Matrix

Provide a radar detection system with the following features.

- Shall be able to track/detect a minimum of 64 objects
- Shall be able to operate in a temperature range between -30 degrees and 165 degrees F
- The detection zones shall be configurable based off several factors' such as classification, ETA, speed, presence, and delay.
- The radar sensor shall be forward fire
- The sensor shall operate in the 25 GHz band
- The sensor shall be housed in a sealed IP-67 enclosure

**4.3.2.2 Advance Detector.** The radar detection systems in the list below are the only systems approved for use in the St. Louis District. Installation of radar detection systems shall follow both the below specifications and the manufacturer's instructions.

- WAVETRONIX SmartSensor
  - Advance
  - Advance Extended
- Iteris Vector
- In addition to the specifications listed in Section 4.3.2.1, the detection range shall also cover the dilemma zone distances prescribed in section 2.1.

#### **4.3.2.3 Power and Communications.**

- Power and communications cabling shall be installed per manufacturer specifications
- The radar sensor shall operate at 24 VDC
- Power consumption shall be no more than 38 watts
- If required, the advance detection System shall include all equipment to communicate wirelessly.

**4.3.2.4 Contact Closure Card.** Any contact closure card shall be compatible with a NEMA detector rack and shall be installed per manufacturer specifications.

**4.3.2.5 Lightning Surge Protection.** The CTAD shall include surge protection hardware installed

per manufacturer specifications. The hardware shall be accepted by the engineer before installation in the cabinet.

#### **4.3.3 Construction Requirements.**

**4.3.3.1 Mounting Location.** All mounting hardware shall be installed per manufacturers specifications. The CTAD shall be mounted as follows:

- at a height that is within the manufacturer's recommended mounting heights.
- The radar shall be positioned so that all detection zones needed for an approach can be captured.
- in a forward-fire position, looking towards either approaching or departing traffic.

**4.3.3.2 Induction Card Rack Interface.** Install the contact closure card in the existing induction card rack or install a 4-position induction card rack with power supply and configure based on manufacturer's instructions to provide all needed detection outputs. Any power supply cards for the induction card rack needed for proper operation of the CTAD shall be provided and installed by the contractor.

**4.3.3.3 Support.** A factory certified representative from the supplier shall be available for on-site assistance for a minimum of one day during installation and shall provide two (2) days of local training after the CTAD has been installed and are operational.

**4.3.3.4 Acceptance Testing.** The contractor shall develop a proposed test procedure for the CTAD and submit it to the Engineer for approval. It must include visual verification of vehicle detections being received. Each detector shall be tested separately. Revise the proposed test procedure until it is acceptable to the Engineer. Provide all equipment and personnel needed to safely conduct the tests. Arrange for the Engineer's representative to witness the tests. Give the Engineer a report documenting the result of the tests.

#### **4.3.4 Documentation and Software.**

**4.3.4.1** Prior to purchasing the CTAD system, the contractor shall submit five copies of catalog cut sheets and the environmental testing results to the Engineer for approval.

**4.3.4.2** The contractor shall provide five copies of the operation and maintenance manuals for the CTAD system.

**4.3.4.3** Contractor shall provide one copy of the software and any cables needed to interface with the system.

**4.3.4.4** Contractor shall provide the CTAD installation kit, if applicable, to the Commission upon completion and acceptance of the project.

**5.0 Communication with Advanced Transportation Management System (ATMS).** The detection systems and all performance measure data should be fed directly into the Commission's current ATSPM platform (currently through TransSuite). All data must be online and verified by contractor to be fully operational and available for data output reporting via the Commission's ATSPM platform. In addition, the data storage for long-term storage use should be configured properly on the Commission's ATSPM platform. The Contractor shall be responsible for ensuring



the firmware of all detection works with the Commission's ATSPM platform. If utilized on the project, the Contractor's Traffic Engineer shall assist in this task.

**6.0 Technical Support for Detection System.** The detection system(s) chosen for installation shall be free of defects in material and workmanship. For five (5) years, technical support from factory certified personnel or factory certified installers shall be available from the supplier. Ongoing software support by the supplier shall include updates for the processor unit and computer software and shall be provided at no cost during this two-year period. The update of the processor unit software to be NTCIP compliant shall be included. Detection system(s) must not be within 5 years of end of support or sale by manufacturer.

**7.0 Construction Requirements.** Construction requirements shall conform to Sec 902.

**8.0 Method of Measurement.** Method of measurement shall conform to Sec 902.

**9.0 Basis of Payment.** Measurement and payment for work covered by this specification shall include all equipment, materials, tools, labor, programming, testing, and documentation necessary to provide a detection system **per intersection** and shall be paid at the contract unit price as follows:

Item No.	Type	Description
902-99.02	Each	SL District Traffic Signal Detection System

QQ. Combination Pad Mounted 120V/240V Power Supply and Lighting Controller with Uninterruptible Power Supply (UPS) – TS2 Traffic Signal Cabinet

**1.0 Description.** This work shall consist of furnishing and installing combination 120/240-volt signal and lighting power supply and uninterruptible power supply (UPS) at signalized intersections utilizing a TS2 traffic signal control cabinet.

**2.0 UPS Requirements.** The traffic signals being constructed on the intersections listed below shall include an "Uninterruptible Power Supply" specifically constructed and NEMA approved for traffic signal operations.

- Route 100 @ W. Osage St. (BL-44)/Gray Summit Interchange Ramps 2F & 4F
- Route 100 @ Gray Summit Interchange Ramps 1F & 3F

**2.1 UPS Location and Cabling.** The UPS shall be installed separately from the signal cabinet and shall be installed in the same cabinet as the power supply and lighting controller station. In addition to the power cables from the UPS to the signal cabinet, the contractor will route but not connect an outdoor rated CAT-6 cable between the UPS RJ-45 port and the Ethernet switch in the signal cabinet. The contractor shall also install a 7-conductor serial cable and make the appropriate connections from the UPS to the traffic signal cabinet. The **On battery** contact (C-1) on the inverter should be programmed to energize when the UPS provides battery backup. The normally open contact should be wired to provide logic ground to Test Point A when the UPS is in battery backup mode. This should indicate a Special Status 2 alarm in the signal controller alarm screen. The **Low Battery** contact (C-2) on the inverter should be programmed to energize when the UPS drops below a preset voltage level, typically set at 40%. The normally open contact should be wired to provide logic ground to Test Point B when the UPS is in Low Battery mode.

This should indicate a Special Status 3 alarm in the signal controller alarm screen. The **Arrestor** contact should be wired to provide logic ground to generate a Special Status 4 alarm in the signal controller alarm screen. The **Timer #1** contact (C-4) on the inverter should be programmed to energize after the UPS is in inverter mode for **three (3)** hours. The normally closed contract should be wired in series with the remote flash output to allow for the circuit to open after **three (3)** hours and bring the signal to flash after the side streets service. The remote flash parameters shall be programmed to red/red flash, unless directed otherwise by the Engineer. The CAT-6 cable and serial cable will be run in a separate conduit from the power cables into the cabinet. All conduits will be internal and not visible from the exterior of either the UPS or signal cabinet. The contractor shall verify all control wiring with the manufacture of the traffic signal cabinet assembly for accuracy and compatibility and perform test to ensure proper operation. The contractor shall be responsible for all controller programming to mask the TS2 features to this setup. Upon completion of all controller programming, contractor shall notify contractor's or Commission's traffic engineer (depending on assignment) for uploading into Commission's central signal control system.

**2.2 UPS Input Specifications.** Each UPS system shall have the following input requirements:

- (a) A nominal input voltage of 120 VAC.
- (b) An input voltage range of 85 to 175 VAC.
- (c) Two (2) input voltage boost modes.
- (d) Boost-1 shall increase the input voltage from 94 to 115 VAC.
- (e) Boost-2 shall increase the input voltage from 85 to 101 VAC.
- (f) Two (2) input voltages buck modes.
- (g) Buck-1 shall decrease the input voltage from 154 to 124 VAC.
- (h) Buck-2 shall decrease the input voltage from 175 to 142 VAC.

A user configurable power quality (PQ) option with default values of:

- (a) High line disqualify shall be 130 VAC.
- (b) High line qualify shall be 128 VAC.
- (c) Low line qualify shall be 105 VAC.
- (d) Low line disqualify shall be 100 VAC.
- (e) Input current shall be less than 16A with nominal voltage, full load on the output and charger set at 10A.
- (f) 50/60Hz automatic frequency detection with built-in class A EMI filter and transient suppression.

**2.3 UPS Output Specifications.** Each UPS system shall have the following output requirements:

- (a) The output voltage of the UPS shall be 120 VAC  $\pm$ 10% in line mode.
- (b) The output voltage of the UPS shall be 120 VAC  $\pm$ 6% in backup mode.
- (c) The output frequency of the UPS shall be 60Hz  $\pm$ 5% in line mode.
- (d) The output frequency of the UPS shall be 60Hz  $\pm$ 5% in backup mode.
- (e) The output waveform of the UPS shall be sinusoidal.
- (f) The output voltage total harmonic distortion (THD) shall be less than 3% with a resistive load.
- (g) The efficiency of the UPS at nominal line voltage shall be greater than 98%.
- (h) The efficiency of the UPS in backup mode shall be greater than 84%.
- (i) The step-load response of the UPS shall be full recovery in 1/2-cycle @ 50% change with a resistive load.
- (j) The transfer time of the UPS line to back up and backup to line shall be 5ms typical.

- (k) The line qualification time of the UPS shall be user selectable at 3, 10, 20, 30, 40 and 50 seconds.
- (l) The line qualification time of the UPS default shall be three (3) seconds.

**2.4 UPS Battery and Charger Specifications.** Each UPS system shall have the following specifications for the battery and charger:

- (a) The nominal battery voltage of the UPS shall be 48 VDC.
- (b) The battery charger current of the UPS shall be user programmable for 3, 6, and 10 A.
- (c) The battery charger current default setting for the UPS shall be 6A.
- (d) The battery charger in the UPS shall turn OFF when the battery temperature is 50°C.
- (e) The UPS shall have a user programmable temperature compensated battery charger with setting for -2.5, -4, -5 and -6 mV/°C/Cell.
- (f) The UPS shall have a temperature compensated battery charger with a default setting of -5 mV/°C/Cell.
- (g) The UPS shall have a battery charge with a float voltage of 56VDC maximum.
- (h) The UPS shall have a user configurable low battery warning.
- (i) The UPS shall have a default low battery warning set at 47VDC to indication 40% remaining battery capacity.
- (j) The UPS shall have a low battery shutdown set for 42VDC (10.5VDC per battery).

**2.5 UPS Protection Specifications.** Each UPS system shall have the following specifications for protection:

- (a) The UPS shall have a 250VAC @ 20A input circuit breaker.
- (b) The UPS shall have a 50A battery circuit breaker.
- (c) The UPS shall have electronic short circuit protection when operating in backup mode.
- (d) The UPS shall indicate an overload warning with a flashing alarm LED when the load is between 95% and 105% of the rated output for the UPS.
- (e) The UPS shall shutdown in two (2) minutes when operating in backup mode when the load is between 106% and 115% of the rated output for the UPS, and the fault LED shall turn ON. The fault LED shall clear when the overload is removed and the utility line power returns.
- (f) The UPS shall shutdown in one (1) minute when operating in backup mode when the load is greater than 115% and the fault LED shall turn ON. The fault LED shall clear when the overload is removed and the utility line power returns.
- (g) The UPS shall disable the backup mode function when operating in line mode if the load exceeds 115% of the rated output for the UPS. The alarm shall be reset when the overload condition is removed.
- (h) The UPS shall display an alarm LED if the battery ambient temperature is greater than 75°C and disable the backup mode function. The alarm shall clear when the battery ambient temperature is less than 70°C.
- (i) The UPS shall display a fault LED when operating in backup mode and shutdown the inverter if the internal temperature is greater than 110°C. The fault shall clear when the utility power returns and the internal temperature is less than 90°C.
- (j) The UPS shall have output over-voltage protection to electronically shutdown the UPS if the output voltage exceeds 132VAC.
- (k) The UPS shall disable the battery charger in two (2) seconds and display an alarm LED if the battery voltage exceeds 59VDC. The alarm shall be cleared and charge enabled when the battery voltage drops to less than 57VDC.
- (l) The UPS shall limit the charger voltage to 52VDC in the event the battery probe is not installed.

- (m) The UPS shall have a battery circuit breaker with reverse polarity protection. The battery circuit breaker shall trip in the event the battery polarity is wired incorrectly.
- (n) The UPS shall have protection for electrical backfeed to the utility that meets UL 1778 and CSA C22.2 No. 107.1.3 requirements.
- (o) The UPS shall have user-selectable settings that are password protected.
- (p) The UPS shall be cooled by a variable speed fan that is microprocessor and PWM controlled.
- (q) The fan shall be OFF when the ambient temperature is less than 40°C.
- (r) The UPS shall display an alarm LED to indicate the fan is enabled but not turning.
- (s) The UPS shall have a fan that is field replaceable.

**2.6 UPS Displays, Controls and Diagnostics Specifications.** Each UPS system shall have the following specifications for the noted features:

- (a) The UPS shall have a two (2) line/20-character LCD display and control panel that can be rotated for easy user interface.
- (b) The UPS shall have event and alarm logging with time/date stamping for up to 100 historical events.
- (c) The UPS shall have six (6) independently programmable control relays for control and report functions.
- (d) The UPS shall have two (2) independently programmable timers 0 to 8hr with two (2) time-of-day restrictions on each timer.
- (e) The UPS shall be equipped with a RS-232 port, which can be connected to a laptop.
- (f) The UPS shall be equipped with a SNMP Ethernet card.

**2.7 Programmable Dry Contacts.** Each UPS system shall have the following requirements for the noted features relating to dry contacts:

- (a) The UPS shall have six (6) sets of normally open (NO) and normally closed (NC) single pole double-throw (SPDT) dry contact relays rated for 250VAC @1A.
- (b) The UPS shall have five (5) sets of dry contact relays that are user programmable, C1 through C5, and one relay contact that is factory configured, C6.
- (c) The UPS shall have dry contact relays that are user programmable via either the RS-232 or (optional) Ethernet communication ports to activate under the following conditions:
- (d) ON BATTERY. The relay is energized whenever the UPS switches to battery power.
- (e) LOW BATTERY. The relay is energized when the battery has reached a user defined low battery level of remaining useful capacity. This alarm is latched when a qualified line returns or the inverter shuts down. The default setting is 47VDC (~40%) of remaining useful battery capacity.
- (f) TIMER 1. The relay is energized after being in backup mode for a given amount of time. This timer is adjustable from 0 to 8hr. The default setting is two (2) hours.
- (g) ALARM. The relay is activated after a specific or general alarm is detected. The alarm
- (h) conditions include: line frequency, low output voltage, no temperature probe, overload,
- (i) unconnected batteries, high temperature (>55°C) and low temperature (<-20°C).
- (j) FAULT. The relay is activated after a specific or general fault is detected. These faults
- (k) include: short circuit, low battery voltage (<41VDC), high battery voltage (> 59VDC), overload and over temperature (>75°C).
- (l) OFF. The relay is disabled and will not activate under any condition.
- (m) TIMER 2. Same as TIMER 1.
- (n) TIMER 3. Same as TIMER 1.
- (o) AC/DC FAN CONTROL. The relay is activated when the battery ambient temperature is greater than 35°C or at a user programmable threshold from 25 to 55°C @ 5°C increments.

(p) The UPS shall have a default dry contact relay configuration of:

C1	ON BATT
C2	LOW BATT
C3	LOW BATT
C4	TIMER
C5	ALARM
C6	48VDC

**2.8 Mechanical.** Each UPS system shall have the following mechanical requirements:

- (a) The UPS shall have AC input and AC output terminal blocks mounted on the front panel. The terminal blocks shall be a 3 pole, 35 amp, 300 volt Eurostyle socket terminal strip (22-8 AWG).
- (b) The UPS shall have six (6) user programmable dry contact relay terminal blocks on the front panel. The terminal blocks shall be 3 pole, 35 amp, 300 volt PLUGGABLE TERMINAL BLOCK (12-26 AWG)
- (c) The UPS shall have one (1) user input and one (1) Automatic Transfer Switch (ATS) terminal block on the front panel. The terminal blocks shall be 3 pole, 35 amp, 300 volt PLUGGABLE TERMINAL BLOCK (12-26 AWG).
- (d) The UPS shall have a DE-9 RS-232 connector on the front panel.
- (e) The UPS shall have an RJ45 Ethernet connector on the front panel.
- (f) The UPS shall have a battery connector on the front panel. The battery connector shall be a 50 amp SB® series type battery connector (16-6 AWG).
- (g) The UPS shall have a RJ14 battery temperature probe connector on the front panel.

**2.9 Environmental.** Each UPS system shall have the following environmental requirements:

- (a) The operating temperature range of the UPS shall be -40° to 55°C with the capability of operating @ 800W for up to 2hr at 74°C ambient.
- (b) The storage temperature range of the UPS shall be -40° to 75°C.
- (c) The operating and storage humidity (non-condensing) range of the UPS is up to 95% RH.
- (d) The altitude operating range of the UPS is up to 12,000ft with a de-rating of 2°C per 1000ft above 4500ft.
- (e) The UPS shall be shipped in materials designed to meet requirements for ISTA program.
- (f) The UPS shall pass electrical safety standards UL1778, CSA 22.2 No. 107.3, EN50091-1-1-2 and EN60950.
- (g) The UPS shall pass emission standards FCC Subpart J Level A for conducted and radiated EMI CISPR22, EN55022 Level A for conducted and radiated EMI.
- (h) The UPS shall pass Immunity standards:
  - EN61000-4-2: ESD (Electrostatic discharge).
  - EN61000-4-3: Radiated immunity.
  - EN61000-4-4: EFT (Electrical fast transient).
  - EN61000-4-5: Surge.
  - EN61000-4-6: Conducted (Power and signal lines).
  - EN61000-4-8: Power frequency magnetic.
  - EN61000-3-2: Harmonic distortion.
- (i) The UPS shall display agency approval mark “cCSAus” on the manufacturer’s nameplate label.

**2.10 Manual Bypass Switch.** Each UPS system shall include a manual bypass switch (MPS). UATS assemblies that include items referenced individually need not be duplicated. The MPS shall have the following specifications:

- (a) The MPS shall be a self-contained module separate from the UPS
- (b) The MPS shall be shelf or rack mountable.
- (c) The MPS shall have terminal blocks labeled "AC Input", "AC Output", "To UPS" and "From UPS".
- (d) The MPS shall be a Break-Before-Make rotary switch.
- (e) The MPS shall be rated at 120VAC @ 20A.
- (f) The MPS shall have a 5-15R duplex receptacle connected to utility line.
- (g) The MPS shall have a 5-15R receptacle labeled "Optional LA-P" to facilitate a plug-in surge suppressor.
- (h) The MPS shall have a 5-15R receptacle labeled "Optional Battery Heater Mat" to provide non-standby power to a battery heater mat.
- (i) The MPS shall have two (2) positions: one labeled "UPS" to connect the utility line to the UPS, and one labeled "Bypass" to connect the utility line to the load.
- (j) The MPS shall have a 15A circuit breaker labeled "AC Input".
- (k) The MPS shall have a 15A circuit breaker labeled "AC Output".

**2.11 Automatic Transfer Switch.** Each UPS system shall include an automatic transfer switch (ATS) with the following requirements:

- (a) The ATS shall be rated for 120VAC @ 40A.
- (b) The ATS shall be shelf or rack mountable.
- (c) The ATS shall transfer the load to UPS when the utility line fails or is unqualified.
- (d) The ATS shall transfer the load to utility line when the utility line is available and qualified.
- (e) The ATS shall be activated by a 48VDC input from the UPS.
- (f) The ATS shall have a terminal block labeled "L IN", "NEUT", "GRD" and "L OUT".
- (g) The ATS shall have a six (6) foot line cord labeled "UPS IN".
- (h) The ATS shall have a six (6) foot line cord labeled "UPS OUT".
- (i) The ATS shall have a 5-15R duplex receptacle connected to utility line.
- (j) The ATS shall have a 5-15R receptacle labeled "Optional LA-P" to facilitate a plug-in surge suppressor.
- (k) The ATS shall have a 5-15R receptacle labeled "Optional Battery Heater Mat" to provide non-standby power to a battery heater mat.

**2.12 Automatic Bypass Switch.** Each UPS system shall include an automatic bypass switch (ABS) with the following requirements:

- (a) The ABS shall be rated for 120VAC @ 20 amps.
- (b) The ABS shall be shelf or rack mountable.
- (c) The ABS shall connect the UPS to the load to allow the UPS to continuously power the load.
- (d) The ABS shall transfer the load to utility line when there is no UPS output voltage.
- (e) The ABS shall be activated by the 120VAC from the UPS.
- (f) The ABS shall have a terminal block labeled "L IN", "NEUT", "GRD" and "L OUT".
- (g) The ABS shall have a six (6) foot line cord labeled "UPS IN".
- (h) The ABS shall have a six (6) foot line cord labeled "UPS OUT".
- (i) The ABS shall have a 5-15R duplex receptacle connected to utility line.
- (j) The ABS shall have a 5-15R receptacle labeled "Optional LA-P" to facilitate a plug-in surge suppressor.
- (k) The ABS shall have a 5-15R receptacle labeled "Optional Battery Heater Mat" to provide non-standby power to a battery heater mat.
- (l) The ABS dimensions shall be 4.6"H x 4.75"W x 6.5"D.
- (m) The ABS weight shall be 4lbs.

**2.13 Generator Transfer Switch.** Each UPS system shall include a generator transfer switch (GTS) with the following requirements:

- (a) The GTS shall sense when a portable generator is connected and transfer the load to the generator after a 30s delay.
- (b) The GTS shall be rated for 120VAC @ 20A.
- (c) The GTS shall be shelf or rack mountable.
- (d) The GTS shall have a terminal block labeled "AC INPUT", "AC OUTPUT" and "GENERATOR INPUT".

**2.14 UPS Batteries.** The batteries for the UPS system shall meet the following requirements:

- (a) The batteries shall be Gel Cell Valve Regulated Lead Acid (VRLA) type specifically designed for outdoor use.
- (b) The batteries shall be designed for "Float Service" to provide 100% out-of-box runtime capacity.
- (c) The batteries shall have Silver Alloy positive plates.
- (d) The batteries shall have a five (5) year full replacement, non-prorated warranty.
- (e) The battery capacity rating at 20hr shall be 94Ah.
- (f) The battery shall be 12VDC.
- (g) The number of batteries in the system shall be four (4) or eight (8).
- (h) The batteries shall be connected to provide 48VDC.
- (i) Batteries for each location shall provide full power for all devices shown on the plans that are powered through the signal cabinet for three (3) hours and then send the signal into all red flash and power that state for an additional three (3) hours.

**2.15 Battery Heater Mat.**

- (a) The battery heater mats shall be available in four (4) battery and single (1) battery sizes.
- (b) The single battery heater mat shall allow for a Master-Slave configuration so two (2) or more mats can be ganged together.
- (c) The battery heater mats shall plug into a 120VAC/5-15 receptacle.
- (d) The battery mats shall be thermally controlled, turning ON at 5°C and turning OFF at 15°C.
- (e) The battery mats shall be thermally fused for 82°C to prevent thermal runaway.

**2.16 Battery Charge Management System.** Each UPS system shall have a battery charge management system with the following requirements:

- (a) The battery charge management system shall spread the charge voltage equally across all batteries.
- (b) The battery charge management system shall compensate for batteries with different internal resistances.
- (c) The battery charge management system shall have a quality of final balance of  $\pm 100\text{mV}$  maximum between any two (2) batteries in the string.
- (d) The battery charge management system shall have reversed polarity protection.
- (e) The battery charge management system shall be designed to CSA C22.2 No. 107.1 and UL 1778 Standards for safe unattended operation.

**2.17 Surge Suppression.** Each UPS system shall have the following requirements for surge suppression:

- (a) The surge suppression shall provide protection from voltage transients appearing on the utility line.
- (b) The surge suppression shall be a plug-in module that is field replaceable.

- (c) The surge suppression shall have a LED indicator that turns OFF when the module is no longer providing protection.
- (d) The surge suppression shall have a clamping voltage of 150VAC.
- (e) The surge suppression shall have a response time of less than one (1) nanosecond.

**2.18 Construction Requirements.** Construction requirements shall conform to Sec 902. Any exceptions to these requirements will be approved by the engineer before system installation.

**3.0 Method of Measurement.** Method of measurement shall conform to Sec 902.

**4.0 Basis of Payment.** Payment for furnishing and installing pad mounted combination units shall include all excavation, materials, equipment, tools, labor, CAT-5 cable and work incidental thereto, and shall be considered to be completely covered by the contract unit price for:

Item Number	Item Name	Unit
902-99.02	Combination Pad Mounted 120V/240V Power Supply and Lighting Controller with UPS	Each

RR. Network Connected Signal Monitor

**1.0 Description.** The Commission's signal cabinet shall have a flashing yellow arrow compatible monitor installed with an internal RJ-45 plug for 10/100 Ethernet communication that is connected to the Commission's computer network through Commission furnished Ethernet switch and allow a remote user running the monitor's software to interface with any specific monitor.

**2.0 Performance.**

**2.1 Inputs.** If video detection is used, inputs into controller shall be via SDLC port. Signal cabinet to be TS2 Type 2 setup with 3 ea. SDLC connectors and the monitor to be a Malfunction Management Unit (MMU).

**2.2 Status and Event Logging.** Monitor shall be able to remotely communicate, at a minimum, active status, current faults, and event logs for at least the previous 7 days.

**2.3 Flashing Yellow Arrow.** Monitor shall be capable of operating a flashing yellow arrow for left turns by utilizing unused yellow channels on the pedestrian load switches.

**2.4 Software and Configuration.** Software needed to communicate to any network-enabled monitor shall be provided to the Commission for an unlimited number of users.

**3.0 Construction Requirements.**

**3.1 Requirements.** Construction requirements shall conform to Sections 902 and 1092.

**3.2 Setup and Training.** A minimum of one day of training shall be provided in the operation, setup communication and maintenance of the monitors.



**3.3 Acceptance Testing.** Contractor shall demonstrate that all network-connected monitors are remotely communicating and individually addressable via supplied software and Commission furnished devices from the Commission’s St. Louis Traffic Management Center in order to satisfy the requirements of this provision. No direct payment will be made for this testing.

**4.0 Method of Measurement.** Method of measurement shall conform to Sec 902.

**5.0 Basis of Payment.** No direct payment will be made for the software. Payment will be considered full compensation for all labor, equipment, and material to complete the described work other than Commission furnished devices needed to complete the network connections. Payment will be made as follows:

Item No.	Description	Unit
902-99.02	Network Connected Signal Monitor	Each

SS. Removal and Delivery of Existing Signs JSP-12-01C

**1.0 Description.** All Commission-owned signs removed from the project shall be disassembled, stored, transported, and disposed of as specified herein. Sign supports, structures and hardware removed from the project shall become the property of the contractor.

**2.0 Disassembly and Delivery.**

**2.1** All Commission-owned signs, (excluding abandoned billboard signs), designated for removal in the plans, or any other signs designated by the Engineer, shall be removed from the sign supports and structures, disassembled, stored, transported, and delivered by the contractor to the recycling center for destruction.

**2.2** The contractor shall coordinate and make arrangements with the recycling center for delivery of the signs. Sign panels shall be disassembled and/or cut into sizes as required by the recycling center.

**2.3** The contractor shall provide the Engineer with a “Sign Delivery Certification” attesting to completion of delivery of all existing sign material from the project to the recycler. In addition, the contractor shall provide to the Engineer a final “Sign Certification of Destruction” from the recycler that documents the total pounds of scrap sign material received from the project and attests that all such material will not be re-purposed and will be destroyed in a recycling process. The contractor can locate the required certification statements from the Missouri Department of Transportation website:

<https://www.modot.org/forms-contractor-use>

**2.4** Funds received from the disposal of the signs from the recycling center shall be retained by the Contractor.

**3.0 Basis of Payment.** All costs associated with removing, disassembling and/or cutting, storing, transporting, and disposing of signs shall be considered as completely covered by the contract unit price for Item No. 202-20.10, “Removal of Improvements”, per lump sum.

Item No.	Units	Description
202-20.10	L.S.	Removal of Improvements

TT. Sign Mounting Height for Pipe Posts and PSST Posts

All signs, except for chevron signs and Type III object marker signs, mounted to new pipe posts or new PSST posts along Route 100 from Washington to I-44 (4/5 lane roadway section including adjacent sideroads) and along all interchange ramps shall be mounted at the urban height listed in Standard 903.03.

All signs, except for chevron signs and Type III object marker signs, mounted to new pipe posts or new PSST posts along Route 100 from Route AT to Route OO (2/3 lane roadway section including adjacent sideroads) shall be mounted at the rural height listed in Standard 903.03.

UU. Remove and Relocate Ground Mount Sign

**1.0 Description.** This work shall consist of relocating and mounting existing signs, including any existing backing bars, of various sizes to new posts at locations shown on the plans or as directed by the engineer. The contractor shall be responsible for all existing signs, including any existing backing bars, to be relocated. During construction, if any sign, including any backing bars, to be relocated is lost, stolen, or damaged in any way, the contractor shall be responsible for all costs.

**2.0 Construction Requirements.** The contractor shall install new sign support posts at the locations shown on the plans and then relocate and mount existing signs, including any existing backing bars, to the new posts. All work shall be completed in accordance with the construction requirements of Sec 903.

**3.0 Method of Measurement.** Measurement will be made per each for relocating and mounting existing signs, including any existing backing bars, to new posts. Measurement for any concrete footings, structural steel posts, pipe posts, perforated square steel tubes and anchor sleeves, and breakaway assemblies will be made in accordance with Sec 903.

**4.0 Basis of Payment.** All costs incurred for relocating and mounting existing signs, including existing backing bars, to new posts at the locations shown on the plans, complete in place, will be paid for at the contract unit price for the following bid item noted below. Payment for all other labor, equipment, material, and incidental items will be considered completely covered by the bid items included in the contract.

Item No.	Units	Description
903-99.02	Each	Remove and Relocate Ground Mount Sign

VV. MoDOT ITS Equipment within Project Limits

**1.0 Description.** MoDOT owned fiber optic cable and conduit, critical MoDOT power supplies and power cables, and pull boxes for fiber and power cabling and other above and underground

ITS (Intelligent Transportation System) facilities are present within the limits of this project. Damage or interruption of these items can cause extensive outages to the MoDOT network.

**2.0 Construction Requirements.** The contractor shall exercise reasonable care while completing work near these facilities, and shall take steps necessary to protect these facilities from damage for all items that are not specifically identified as being removed and/or relocated in the plans. Should any of the existing wiring or conduit be damaged by the contractor, it shall be replaced at the contractor's expense and the system in full operation within **4** hours of when the damage occurred. If it is mutually agreed upon between the Commission and the Contractor that the repairs will require more than **4** hours to complete, a mutually agreed upon time for repairs to be complete will be determined.

**2.1** The contractor shall not modify any existing network or electrical connections within equipment cabinets, unless coordinated with MoDOT ITS staff. Existing connections include, but are not limited to, fiber jumpers, CAT5(e) cables, power supplies, and power strips. The connection to specific fiber and copper ports on network equipment shall also not be modified, unless coordinated with MoDOT ITS staff, as the network equipment has been configured specifically for each equipment cabinet. Significant network outages and unnecessary troubleshooting to investigate outages can occur, even with minor changes to existing connections within the cabinet.

**3.0 Liquidated Damages.** In the event of damage, if the system is not repaired and in full operation within **4** hours of the damage occurring, or within the timeframe agreed upon, the contractor will be charged with a liquidated damage specified in the amount of \$100.00 per hour for each full hour that the system is not fully operational. This damage will be assessed independently of the liquidated damages specified elsewhere in the contract.

**3.1** The MoDOT Engineer will also have the option of issuing a work order for MoDOT's on-call ITS Maintenance contractor to make repairs, if it is the Engineer's opinion that the contractor creating the damage will not be able to make repairs in a timely manner. Contractor's reimbursement for MoDOT expense for this option shall be in addition to the liquidated damages.

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

WW. MoDOT ITS Assets Relocation

**1.0 Description.** The work consists of relocating existing MoDOT Intelligent Transportation System (ITS) facilities (conduit, cable, and/or pull boxes) that may be in conflict with this project construction sections as noted in the plans.

**2.0 Materials.** The materials used for relocating MoDOT ITS facilities shall be per MoDOT Approved Product List (APL) and meet all MoDOT Specifications. If the material is not in the APL, the contractor shall submit material specification documents to the Engineer and the MoDOT ITS group (via an email in advance to [SLITS@modot.mo.gov](mailto:SLITS@modot.mo.gov)) for review and approval.

**3.0 Construction Requirements.** The Contractor shall be aware there are numerous utilities present along the route in this contract. Utility locates were not performed during the design phase of the project; therefore, the extent of conflicts with utilities are unknown.

**3.1** The contractor shall exercise reasonable care relocating MoDOT ITS Assets. Damage to any MoDOT facilities within the area of work caused by the contractor will be deemed by the Engineer as either “non-emergency” or “emergency” upon notification of the damages. Repair to damages will be performed as follows:

- a) Non-Emergency: Contractor will have 4 hours to propose a repair plan to the Engineer for a complete repair within 3 business days.
- b) Emergency: Upon notification of the damage, Contractor must immediately submit a repair plan to the Engineer which will take no more than 4 hours to respond on-site and complete repairs within 48 hours of notification of damage.
- c) In either case, if the proposed plan is unacceptable for any reason to MoDOT, repairs will be made by MoDOT with all costs billed to the Contractor.

**3.2** The ITS In-Ground Facilities located within the project limits are a crucial part of the traffic operation system for this area. It is imperative that the downtime be kept to a minimum when replacing, removing, or modifying any existing ITS In-Ground Facilities.

**3.3** Prior to any in-ground work, the Contractor shall request for utility locates by contacting Missouri One Call (1-800 DIG-RITE or mo1call.com) for any in-ground installation locations as per plans. If there are any conflicts with MoDOT ITS Assets, the Contractor is responsible for relocation to the satisfaction of the Engineer prior to any in-ground work.

**3.4** In the case of a conduit conflict, the Contractor shall trench an area beyond the in-ground work limits, install one or two conduits (must be the same quality as the existing conduit) using Split Duct Method, relocate the existing cables into the new conduit, and seal the conduit joints per manufacturer specifications.

**3.5** The Contractor shall coordinate this work with the MoDOT ITS group and have the Engineer’s approval prior to performing this task.

**3.6** The contractor shall perform a fiber testing (see below requirements) before and after relocating MoDOT fiber cables at the nearest Node Cabinet at each site as shown on the plans and submit that report to the SLITS Group for review and approval.

**3.6.01 Test Procedure.** For each fiber link, follow this procedure:

- (a) If the link includes fiber installed by others, use an optical loss test set to measure and record the optical loss over that portion of the link before it is spliced to new fiber.
- (b) Calculate the maximum allowable loss for the completed link, both at 1310 nm and at 1550 nm. Use the following formula:

$$\begin{aligned} \text{Maximum link loss} = & \text{Measured loss over portion installed by others} \\ & + (\text{Fiber length in km}) \times (0.35 \text{ for } 1310 \text{ nm and } 0.25 \text{ for } 1550 \text{ nm}) \\ & + (\text{Number of fusion splices}) \times (0.05) \\ & + (\text{Number of mechanical splices [for temp. connection]}) \times (0.3) \\ & + (\text{Number of connections}) \times (0.5) \end{aligned}$$

Provide this calculation to the engineer along with the test results..

- (c) Calibrate an optical loss test set and provide evidence satisfactory to the engineer that the set produces accurate results at both wavelengths. This can be a demonstration that the set correctly measures the loss of a test fiber whose loss is known.
- (d) Use the test set to measure the loss of the link under test. Record the result at both 1310 nm and 1550 nm. Arrange for the engineer or his representative to witness these tests.
- (e) If the measured loss exceeds the calculated maximum, use an optical time domain reflectometer and other test equipment to troubleshoot the link. Take whatever corrective action is required, including cable replacement, to achieve a loss less than the calculated maximum.

**3.6.02 Test Result Documentation.** Prepare a diagram showing all of the links tested in this project. For the portions installed in this project, show the equipment cabinets, splices, and pigtails. On each line representing a link, show the maximum allowable loss and the actual loss. The actual loss shall be the one measured after all corrective actions have been taken. Submit 5 copies of this diagram to the engineer, along with the calculations for the maximum allowable loss. Submit the diagrams and calculations in an electronic format acceptable to the engineer.

**3.6.03 Documentation.** Provide the engineer mark-ups of the plans, neat and legible, illustrating as-built versions of the splice and connection diagrams that are contained in the plans.

**3.6.04 Certifications.** The fiber optic cable shall be factory certified to meet the requirements in this specification. In addition, the manufacturer shall certify that the fiber optic cable has a life expectancy of 20 years.

**3.7** The Contractor shall trench an area beyond the in-ground work limits, install one or two conduits (must be the same quality as the existing conduit) using Split Duct Method, relocate the existing cables into the new conduit, and seal the conduit joints per manufacturer specifications.

**3.8** Upon completion of this work, the Contractor shall contact the MoDOT ITS group (via email at [slits@modot.mo.gov](mailto:slits@modot.mo.gov)) to verify that all existing MoDOT ITS devices are online and request inspection of this work. Acceptance of this work shall be the sole judgment of the Engineer and the MoDOT ITS group's engineer.

**3.9** The contractor shall restore those areas disturbed by this work or installation according to specifications herein.

**4.0 Basis of Payment.** Payment for "MoDOT ITS Assets Relocation" shall be paid as Linear Feet and shall include the trenching, conduit installation, conduit coupling, pull boxes, sealing materials, cable relocation, needed fiber testing, restoration of all disturbed area, all labor and work incidental thereto, and shall be considered to be completely covered by the contract unit price for the following pay item:

Item No.	Units	Description
910-99.03	Linear Feet	MoDOT ITS Assets Relocation

XX. Coordination With ITS Staff And Utility Locates

**1.0 Description.** Any work that will impact the existing communications network must be coordinated with the Commission's St. Louis District ITS staff. This includes but not limited to removal and replacement of any existing communications equipment, adding new devices and changes to power sources or disconnects. Minor modifications to the existing communications network can have significant impacts on the system and operation of other ITS and traffic signal systems.

**1.1** MoDOT is a member of MO-One-Call System. Prior to any excavation or work within MoDOT Right-Of-way, the contractor must contact MO-One Call at 1-800-DIG-RITE and request for Utility Locates within noted project limits. If the scope of work contains modification, addition and/or expansion of existing underground MoDOT ITS, lighting, or signal facilities, the contractor must notify the MoDOT Utilities Locate staff prior to any work, in order for MoDOT to update MoDOT utility location records with Missouri One Call.

**2.0 Contact.** The contractor shall notify the ITS group via an email to [SLITS@modot.mo.gov](mailto:SLITS@modot.mo.gov) at least 2 days before any work that may impact the existing network communications. The contractor shall include the Job#, location and brief scope of work in the email's subject line. The engineer shall be notified prior to making contact with ITS staff. For MoDOT Utility location updates, the contractor must contact MoDOT TMC at 314-275-1500 and ask for Utility Locate Section at least seven calendar days before performing any work.

**3.0** The ITS and network devices located within the project limits are a crucial part of the traffic operation system for this area. It is imperative that the downtime be kept to a minimum when adding, removing, or modifying any existing ITS and network devices. This may require the contractor to perform work that will affect existing network devices during nighttime and/or weekend hours, at the discretion of the Engineer. Allowable timeframes for this work will be subject to the need for ITS devices in the area to be used to manage other traffic impacting work zones.

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

YY. ITS Asset Management Tool

**1.0 Description.** For all locations where any MoDOT and other agency's ITS (Intelligent Transportation System) components are modified or added, the contractor shall be responsible for populating and updating Commission's ITS and Signal Network Asset Management Tool (currently NexusWorx) to reflect the final condition of the entire ITS system within the project limits as shown on the plans. Updating shall be performed by the Commission approved staff (currently the Byers Engineering; Doug Stanford at [Doug.Stanford@BYERS.COM](mailto:Doug.Stanford@BYERS.COM))

**2.0 Construction Requirements.**

**2.1** The Contractor shall provide the final construction as-built plans and any relevant notes to the Commission approved contractor (currently the Byers Engineering) via an email and carbon copy the SL Construction staff and ITS group at [SLITS@modot.mo.gov](mailto:SLITS@modot.mo.gov) for input into the ITS Asset Management Tool. The relevant notes for each modified or new location shall aid in the understanding of the device configuration and location details. At a minimum, this will include

providing the required latitude and longitude coordinates of each pull box, DMS, CCTV, node cabinet, conduit, cable, and fiber, along with any serial numbers and/or identification information for any new, relocated or otherwise changed by this project. The Contractor shall locate the conduit every 100 feet using a GPS locating device that is accurate to the nearest foot. The Contractor shall provide a GIS based map of the conduit route and a complete listing of all of map coordinates in an electronic format. Population of the ITS Asset Management Tool will be required for all new, relocated and modified devices improved under this contract.

**2.2** Other agency's ITS assets such as conduit, fiber cable, Cat-E cable, cabinet, pull box, etc. within MoDOT Right-Of-Way shall be highlighted including in a polygon in the ITS Asset Management Tool so it can be clearly identified for future references.

**2.3** The contractor shall furnish to Commission approved staff a copy of the final plans relevant to all of the ITS components in Visio and/or Microstation formats, if relevant.

**2.4** The contractor shall be provided one licensed read-only access login by Commission before work begins.

**2.5** A PDF and Visio format of all relevant fiber splicing drawings shall be provided to the Commission approved contractor for posting into the ITS Asset Management Tool's perspective ITS and Signal cabinets.

### **3.0 Acceptance.**

**3.1** All entries and updates shall be completely entered and available for use within 30 days from substantial completion of construction of the project.

**3.2** Commission staff shall verify population of the ITS Asset Management Tool within 10 working days, including accuracy and completeness of details for each component prior to acceptance and payment.

**4.0 Measurement and Payment.** Measurement and Payment for items covered by this specification include the population and correction of inaccuracies, in addition to all materials and equipment necessary to complete the updates to the ITS Asset Management Tool which shall be coordinated and paid to the Commission approved staff (currently the Byers Engineering).

<b>Item No.</b>	<b>Type</b>	<b>Description</b>
910-99.01	Lump Sum	ITS Asset Management Tool

### **ZZ. Fiber Optic Cable**

**1.0 Description.** This work shall consist of installing, splicing, and terminating fiber optic cables. The fiber optic cable may be new or existing cable relocated as shown on the plans. Fiber optic cable relocation requires existing cable to be removed from an existing conduit system and installed in a new or existing conduit system per plans. Relocated cable must be carefully removed from the existing conduit system without being damaged. No direct pay shall be paid for relocating the existing fiber optic cable into new ITS or signal cabinet. If the existing fiber cable is removed, that length shall be paid separately per plans.

**2.0 Materials.** Some of the below noted materials may not be applicable on this project. See the plans and below quantities for applicable materials.

**2.1 Cable.** Fiber optic cable shall be of loose tube construction. Provide certification by an independent testing laboratory that the cable meets all requirements of Rural Utilities Service Bulletin 1753F-601a *Minimum Performance Specification for Fiber Optic Cables* ([https://www.rd.usda.gov/files/UTP\\_Bulletins\\_1753F-601a.pdf](https://www.rd.usda.gov/files/UTP_Bulletins_1753F-601a.pdf)). The cable shall be gel free, all dielectric, and have 12 fibers per tube. The cable sheath shall have length markings in feet, and shall indicate that the unit of measure is feet. The cable shall have single mode fibers whose attenuation does not exceed 0.35 dB/km and 0.25 dB/km for 1310 nm and 1550 nm signals, respectively. The optical fibers used in the cable shall meet or exceed the International Telecommunication Union ITU-T G.652.D requirements.

**2.2 Splice Tray.** Splice trays shall be 11.7" long, 3.9" wide, and 0.2" tall. They shall be aluminum with clear plastic covers, designed for outdoor use. Each shall accommodate 24 fusion splices. The trays shall have a black powder coat finish. The trays shall have both perforations for cable ties and crimpable metal tabs for buffer tube strain relief.

**2.3 Connector.** Connectors shall be the LC type with ceramic ferrules, unless a different connector is required to mate with the equipment or an existing panel. They shall be suitable for use in traffic cabinets and shall be designed for single mode fibers.

**2.4 Pigtail.** Pigtails shall be factory-made, buffered, and strengthened with aramid yarn to reduce the possibility that accidental mishandling will damage the fiber or connection. Pigtails shall be yellow. Each must contain one fiber. Length shall suffice to provide two feet of slack after installation.

**2.5 Jumper.** Jumpers shall meet the requirements for pigtails, but shall have a connector on each end. Length shall suffice to provide approximately five feet of slack after installation.

**2.6 Interconnect Center.** An interconnect center is a splice enclosure that has a patch panel built into one of its walls. Within the interconnect center, fibers in cables are spliced to pigtails and the pigtails are plugged into the patch panel from the inside. This allows jumper cables (not part of the interconnect center) to plug into the patch panel from the outside, connecting the fibers to equipment in the cabinet or to other fibers on the patch panel. Within an interconnect center, some fibers may be spliced to the corresponding fiber in a mating cable, rather than to a pigtail. Still other fibers may be coiled, un-terminated.

The enclosure shall be made of powder-coated metal. It shall have provisions for cable strain relief and for connector labeling. The enclosure's patch panel shall have at least 24 positions. Provide enough splice trays for all splices made in the interconnect center. Provide patch panel modules that are compatible with the connectors specified in section 2.3 of this provision.

**2.6.1 Wall-Mounted Interconnect Center.** The enclosure shall be designed for wall or panel mounting and occupy no more than 350 square inches of wall space. It shall have a gasketed, hinged door. It shall hold at least six splice trays. These enclosures are typically used in signal cabinets.

**2.6.2 Rack-Mounted Interconnect Center.** The enclosure shall have brackets and all other hardware required for rack mounting in an EIA standard 19-in. equipment rack. It shall take up



no more than three rack units (1¾ inch each) in the cabinet. It shall have front and rear doors. It shall hold at least four splice trays. These enclosures are typically used in ITS device cabinets.

**2.7 Rack-Mounted Splice Enclosure.** The enclosure shall have brackets and all other hardware required for rack mounting in an EIA standard 19-in. equipment rack. However, alternate forms of mounting will be permitted if more practical at a particular location. The enclosure shall take up no more than five rack units (1¾ inch each) in the cabinet. It shall be made of powder-coated aluminum. These enclosures are typically used in network node cabinets.

**2.7.1** The enclosure shall have provisions for cable strain-relief. It shall have hinged front and rear doors.

**2.7.2** The enclosure shall include splice trays as specified in section 2.2 of this provision. The contractor shall provide enough splice trays for all the splices made in the enclosure. The enclosure shall include a splice tray holder with capacity for 22 trays. It shall be mounted on a sliding shelf inside the enclosure so that individual trays can be removed from the enclosure without disturbing the other trays or removing the enclosure itself from the cabinet.

**2.8 Rack-Mounted Patch Panel Enclosure.** The enclosure shall have brackets and all other hardware required for rack mounting in an EIA standard 19-in. equipment rack. However, alternate forms of mounting will be permitted if more practical at a particular location. The enclosure shall take up no more than five rack units (1¾ inch each) in the cabinet. It shall be made of powder-coated aluminum. Provide patch panel modules that are compatible with the connectors specified in section 2.3 of this provision, as needed. These enclosures are typically used in network node cabinets.

**2.9 Underground Splice Closure.** Closures for underground fiber splices include all materials necessary to make, organize, and protect the splices.

**2.9.1** The closure shall supply environmental protection of cable and splices from water and dirt. It shall be designed for splicing fiber-optic cables underground in pull boxes and to be submersed in water.

**2.9.2** Provide certification by an independent testing laboratory that the closure meets all requirements of Telcordia GR-771 for environmentally sealed closures for buried installation.

**2.9.2** The closure shall be re-enterable without any special tools.

**2.9.3** The closure shall be able to accommodate at least four fiber optic cables.

**2.9.4** The closure shall accommodate 144 single mode fiber splices.

**2.9.5** It shall be possible to remove any splice tray without disturbing the others.

**2.9.6** Splice trays in the closure need not be of the type specified in 2.2, above.

**2.9.7** Designed for butt splicing.

**2.9.8** No encapsulated materials shall be allowed.

**2.10 Tracer Wire.** A jacketed #14 AWG XHHW-2 standard blue tracer wire (also known as the locator wire) shall be provided in the conduit within the project limits unless it exists.

### **3.0 Construction Requirements.**

**3.1 Pre-Installation Cable Inspection and Testing.** Prior to installation, confirm that the cable is in good condition and complies with the specifications. The contractor shall perform fiber testing (see below requirements) of new fiber on the reel and existing fiber before it is removed. Notify the SLITS Group about any fiber anomalies and submit fiber testing reports to the SLITS Group for review and approval. Any defects found after installation will be deemed the fault of the contractor.

### **3.2 Cable Installation.**

**3.2.1** The ITS and network devices located within the project limits are a crucial part of the traffic operation system for this area. It is imperative that the network downtime be kept to a minimum when adding, removing, or modifying any existing ITS and network devices. This may require the contractor to perform work that will affect existing network devices during nighttime and/or weekend hours, at the discretion of the Engineer. Allowable timeframes for this work will be subject to the need for ITS devices in the area to be used to manage other traffic impacting work zones.

**3.2.2** In case of fiber optic cable replacement, all new fiber cable must be installed, spliced, terminated and go online before removing the old cable.

**3.2.3** Remove existing cable to be relocated and install cable such that the optical and mechanical characteristics of the fiber are not degraded. Do not violate the minimum bend radius or the maximum tension, both during and after installation.

**3.2.4** Before any cable installation is performed, provide the engineer with four copies or an electronic copy, as required by the engineer, of the cable manufacturer's recommended maximum pulling tensions for each cable size. These pulling tensions shall be specified for pulling from the cable's outer jacket. Also, provide a list of the minimum allowable cable bending radius and the cable manufacturer's approved pulling lubricants. Only those lubricants approved by the cable manufacturer will be permitted.

**3.2.5** If the cable is pulled by mechanical means, use a clutch device to ensure the allowable pulling tension is not exceeded. Also, attach a strain gauge to the pulling line at the cable exit location, and at a sufficient distance from the take-up device, such that the strain gauge can be read throughout the entire cable pulling operation.

**3.2.6** Do not leave the let-off reel unattended during a pull, in order to minimize the chance of applying excess force, center pull, or back feeding.

**3.2.7** Use an approved lubricant, in the amount recommended by the cable manufacturer, to facilitate pulling the cable. After the cable has been installed, wipe the exposed cable in a pull box, junction box, or cabinet clean of cable lubricant with a cloth before leaving the pull box, junction box, or cabinet.

**3.2.8** When installing new fiber optic cable store 30 feet of slack fiber in every intermediate pull box, unless otherwise noted on plans. Additional slack storage, as indicated on the plans, is

required in designated pull boxes. At cabinet locations, where cable runs from the pull box directly to an equipment cabinet, store 60 feet of slack fiber optic cable in the pull box, unless otherwise noted on plans. Additionally, treat the cable returning from the cabinet to the pull box as a separate cable, and store 60 feet of slack for these links, unless otherwise noted on plans. Store slack cable neatly on the walls of the pull box using racking hardware acceptable to the engineer. If the length of fiber optic cable being relocated does not allow for fully meeting these slack requirements, maximize fiber slack at cabinets before providing slack in pull boxes.

**3.2.9** While pulling and until splicing seal the fiber optic cable ends to prevent the escape of filling compound and the entry of water.

**3.3 Splicing.** Splice all optical fibers, including spares, to provide continuous runs. Splices shall be allowed only in equipment cabinets except where shown on the plans.

**3.3.1** Make all splices using a fusion splicer that automatically positions the fibers using the Light Injection and Detection (LID) system or the High-resolution Direct Core Mounting (HDCM) system. Provide all equipment and consumable supplies.

**3.3.2** Secure each spliced fiber in a protective groove. Completely re-coat bare fibers with a protective room temperature vulcanizing (RTV) coating, gel or similar substance, prior to insertion in the groove, so as to protect the fiber from scoring, dirt, or microbending.

**3.3.3** Prior to splicing to a fiber installed by others, measure and record the optical loss over that fiber. See section 4.0 of this provision.

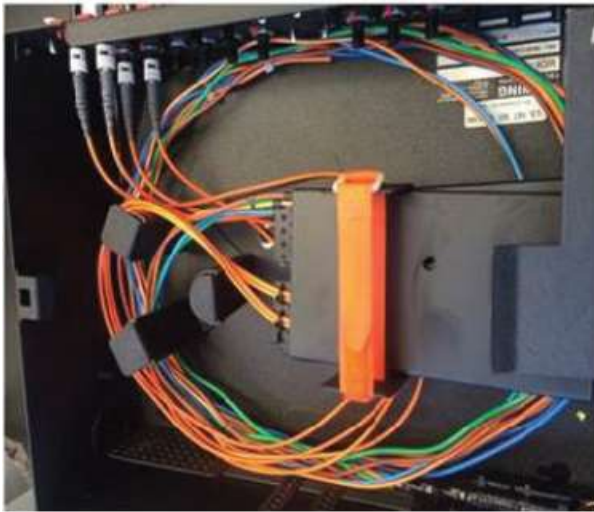
**3.3.4** Use a different splice tray for each buffer tube color. If an enclosure contains multiple buffer tubes of the same color, but none of the fibers in one of the tubes are spliced to fibers in other tubes of the same color, use a separate splice tray for that tube.

**3.4 Termination.** Terminate fibers by splicing them to factory-made pigtails. Cap all connectors that are not connected to a mating connector.

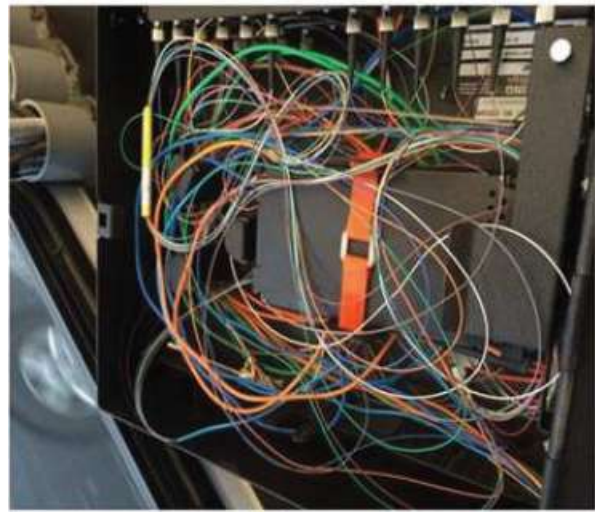
**3.5 Tracer Wire.** The contractor shall install a jacketed #14 AWG XHHW-2 standard blue tracer wire (also known as the locator wire) in conduit with new or replaced fiber optic cable(s). In the pull box nearest to the ITS or signal cabinet connect the tracer wire to a ground rod with a ground rod clamp and provide five feet of slack, as shown on the ITS pull box detail. In other fiber pull boxes provide five feet of slack, but a ground rod shall not be installed. Secure the tracer wire slack in individual coils to the inside wall of each pull box. If the tracer wire already exists, the contractor shall ensure it is connected to the ground rod properly in the pull box nearest to the ITS or signal cabinet and demonstrate a locate signal will transmit along the tracer wire. When fiber optic cable is relocated, existing tracer wire may be reused.

*Prior to final acceptance and transition of ownership, the contractor shall meet with the Engineer to demonstrate the tracer-wire and locate system is working properly throughout the entire fiber, tracer wire and locate system.*

**3.6 Fiber Management.** Fiber in splice trays along with pigtails and buffer tubes in the interconnect center or splice closures shall be neatly looped and restrained following telecom industry standard fiber and cable management practice and enclosure manufacturer's recommendations. Shown below are examples of acceptable and unacceptable fiber and cable management. Work will not be accepted unless good fiber management practices are followed.



Acceptable



Unacceptable

**3.7 Required Fiber Splicing, Installation and Testing Experience.** Submit resumes, certificates and references detailing fiber installation, splicing and testing for on-site personnel to the engineer for approval. Subcontractors used on the project are considered part of the contractor's team and are also required to submit resumes, certificates and references. Submit to the engineer references including client project manager, phone number and project experience. Demonstrate successful completion of fiber optic cable installation and splice training courses by providing certificates of completion. Failure to comply may result in a declaration of noncompliance.

In addition, ensure a number of the contractor's team approved by the engineer that has at least two years of experience in the installation, splicing and testing of the fiber optic cable is on site at all times during the fiber optic cable installation and fiber optic splicing work until successful completion of the work. Receive approval from the engineer for any substitution of this individual. The engineer may stop the work activity on this project as a result of the absence of these on-site personnel from the project and may continue to charge time to the contractor and will not grant a time extension.

**3.8 Existing Fiber Replacement.** When plans show new fiber being installed to replace existing fiber, the existing fiber should remain in service until the new fiber is installed and is ready for splicing to minimize network downtime.

**3.9 Fiber Relocation.** The fiber optic cable is a crucial part of the traffic operation system. It is imperative that the downtime be kept to a minimum when relocating fiber optic cable. When existing fiber is disconnected for relocation, the relocation and fiber splicing of the relocated fiber shall progress continuously to minimized downtime.

#### **4.0 Acceptance Testing.**

**4.1 General.** Test the fiber after installation, including all splicing and termination, is complete. Note, however, that this test procedure involves measuring the loss of fiber installed by others before splicing to it. For each fiber optic link, including spare fibers, determine whether the optical loss is within the limits permitted by these specifications. A link is a continuous segment of fiber

between one connector (or unterminated end) and another connector (or unterminated end). When testing links that do not have connectors on both ends, use a mechanical splice to attach a pigtail to the unterminated fiber for the duration of the test.

**4.2 Test Procedure.** For each fiber link, follow this procedure:

- (a) If the link includes fiber installed by others, use an optical loss test set to measure and record the optical loss over that portion of the link before it is spliced to new fiber.
- (b) Calculate the maximum allowable loss for the completed link, both at 1310 nm and at 1550 nm. Use the following formula:

Maximum link loss = Measured loss over portion installed by others  
+ (Fiber length in km) x (0.35 for 1310 nm and 0.25 for 1550 nm)  
+ (Number of fusion splices) x (0.05)  
+ (Number of mechanical splices [for temp. connection]) x (0.3)  
+ (Number of connections) x (0.5)

Provide this calculation to the engineer along with the test results.

- (c) Calibrate an optical loss test set and provide evidence satisfactory to the engineer that the set produces accurate results at both wavelengths. This can be a demonstration that the set correctly measures the loss of a test fiber whose loss is known.
- (d) Use the test set to measure the loss of the link under test. Record the result at both 1310 nm and 1550 nm. Arrange for the engineer or his representative to witness these tests.
- (e) If the measured loss exceeds the calculated maximum, use an optical time domain reflectometer and other test equipment to troubleshoot the link. Take whatever corrective action is required, including cable replacement, to achieve a loss less than the calculated maximum.

**4.3 Test Result Documentation.** Prepare a report showing all of the links tested in this project. For the portions installed in this project, show the equipment cabinets, splices, and pigtails. On each line representing a link, show the maximum allowable loss and the actual loss. The actual loss shall be the one measured after all corrective actions have been taken. Submit an electronic copy of the report to the engineer, along with the calculations for the maximum allowable loss. Submit the report including calculations in an electronic format acceptable to the engineer.

**5.0 Documentation.** Provide the engineer mark-ups of the plans, neat and legible, illustrating as-built versions of the splice and connection diagrams that are contained in the plans.

**6.0 Certifications.** New fiber optic cable shall be factory certified to meet the requirements in this specification. In addition, the manufacturer shall certify that the fiber optic cable has a life expectancy of 20 years.

**7.0 Basis of Payment.** Measurement and payment for items covered by this specification include all items listed below, acceptance testing and tracer wire within new, existing or relocated conduit used for the fiber optic cable in addition to all materials, labor and equipment necessary for a fully operational system. Payment will be made as follows:

Item No.	Type	Description
910-99.02	Each	Fiber Optic Fusion Splice
910-99.02	Each	Fiber Optic Pigtail
910-99.02	Each	Fiber Optic Jumper
910-99.02	Each	Wall-Mounted Interconnect Center
910-99.03	Linear Foot	Fiber Optic Cable, 24 Strand, Single Mode

AAA. Install or Relocate Existing Communication Equipment

**1.0 Description.** The contractor shall install MoDOT furnished ethernet network switch(s) or relocate all existing network equipment from existing ITS or signal cabinet into new cabinet, make necessary connections and test for proper network connection. This work shall be coordinated with MoDOT SLITS Group via an email to [SLITS@modot.mo.gov](mailto:SLITS@modot.mo.gov).

**2.0 Materials.**

**2.1** The Contractor shall install MoDOT furnished Ethernet network switch(es) or relocate the existing Ethernet network switch(es), video encoders, cellular modem and other existing or new network devices inside the new ITS or signal cabinet as shown on the detail communication plans. These will include power cables and network device surge arresters. Relocating the existing CCTV camera(s) and network radios(s) shall be paid under separate pay items.

**2.2** The Contractor shall furnish and install any other cables such as Category 5E patch cords, coax patch cords, and short serial cables, etc. as required for the new location connections.

**3.0 Construction Requirements.**

**3.1** Provide to the engineer a detailed schedule of installation of Contractor furnished communications equipment, at least thirty (30) days before commencing this type of work. Additionally, coordinate such work with the engineer.

**3.2** The Contractor shall NOT move any cables from port to port on the network switches without prior MoDOT approval. For equipment installed in cabinets, mount the equipment in the rack as shown in the approved cabinet layout diagram or, for existing cabinets, as directed by the engineer, and connect the power cables and ground wires. If there are insufficient outlets in existing cabinets, provide Commission approved power strips as required. Connect the communication cables as shown on the connection diagrams in the plans. The equipment will be configured by the Commission, and therefore do not change any configuration settings.

**3.3** Assist Commission staff in making the installed equipment operational. This may entail having a person with a cellular telephone at the cabinet reporting on results and making changes as directed by Commission staff. It may also entail installing replacement equipment when a unit cannot be made to work properly.

**3.4 Cisco Ethernet Switch.** Prior to the beginning of the project, the Contractor shall verify the correct switch type and model including any additional necessary Cisco supported equipment with MoDOT St. Louis ITS department. Additional equipment may include but is not limited to the power supply, DIN rails, and any applicable Cisco supported SFPs (Small Form-factor Pluggable

transceivers), or expansion modules. For signal cabinets, the switch shall be mounted on the left side panel above the 120V IP Power Strip. Attach unit to 2 rails of the side panel, with the power cable facing away from the cabinet door. The Cisco switch shall be powered from the 120V IP Power Strip. The Cisco Ethernet Switch including the additional Cisco supported equipment shall be delivered to Commission's ITS Engineer for programming at least 2 weeks prior to the field installation.

**3.5. Cellular Modem.** If present, the contractor shall provide before and after documents on cellular modem signal strength. The new cellular modem signal strength shall be equivalent or better than existing. Contractor shall be responsible for installation or relocation of cellular antenna to achieve acceptable signal strength.

**3.6 Other Agency's Devices on MoDOT Right-Of-Way and Facilities.** If other agency's devices such as emergency pre-emption system, CCTV Camera, etc. exist within MoDOT Right-Of-Way and must be relocated onto the new MoDOT facilities, the contractor must notify MoDOT SLITS Group via an email to [SLITS@modot.mo.gov](mailto:SLITS@modot.mo.gov) and MoDOT area traffic engineer in the early stage of the construction. MoDOT SLITS Group and MoDOT area traffic engineer will coordinate the removal and re-installation of those devices with responsible agency.

**4.0 Basis of Payment.** Measurement and payment for communication equipment installation will be on a per cabinet basis. The unit price shall include patch cords, cabling, assistance to Commission staff in getting the equipment operational, documentation, and all miscellaneous hardware required for a safe, fully operational system. Payment will be made as follows:

Item No.	Type	Description
910-99.02	Each	Install or Relocate Existing Communication Equipment

**BBB. Contractor Furnished and Installed IP-Addressable Power Strip**

**1.0 Description.** The contractor shall furnish and install an IP-Addressable Power Strip(s) in the ITS and/or Signal Cabinets as shown on the plans. The IP-Addressable Power Strip(s) shall be approved by the ITS group prior to installation.

**2.0 Materials.** The IP-Addressable Power Strip(s) will be provided by the Contractor. All power strips purchased and installed on this project shall be selected from the list below.

IP-Addressable Power Strip Manufacturer	Model
Digital Loggers, Inc.	Web Power Switch
APC	AP7900B

**3.0 Installation Requirements.** The contractor shall mount the power strip on the back side of the ITS Type 7 ITS cabinet (or any open space of other ITS cabinets away from the door) and on any open space of the signal cabinet with the power cable facing away from the door or other devices. The old power strip as well as any other inactive devices, if present, should be removed to make room. If the contractor has any question regarding the inactive devices, they should contact MoDOT signal shop supervisor. The power source shall be hardwired to cabinet auxiliary breaker with no plug in to any cabinet outlet allowed.

**4.0 Acceptance Testing.** The Contractor shall contact MoDOT St. Louis ITS staff to verify remote communication to the power strip upon installation and while still on-site. They also shall provide a list of devices and designated port assignments to the ITS group so they can update that port description in the Power Strip software.

**5.0 Basis of Payment.** Measurement and payment for Power Strip Installation includes the removal of the old and inactive power strip or other devices to make space for new power strip, installation of new power strip, grounding, testing and all miscellaneous hardware required for a safe, fully operational Power Strip. Payment will be made as follows:

Item Number	Unit	Description
910.99-02	Each	Contractor Furnished and Installed IP-addressable Power Strip

CCC. Conduit

**1.0 Description.**

**1.1** Furnish and install conduits as shown on the plans and as described within this section. The plans depict conduit routing in schematic form only. Determine final routing based on actual field conditions at each site, including utility locator service markings, to assure no conflicts with existing utilities.

**2.0 Materials.**

**2.1** Use PVC conduit meeting the requirements of Sec 1060.

**2.2** Use HDPE conduit meeting the requirements of Sec 1060. Use orange conduit for communication cable and black for power cable.

**2.3** Pull ropes or tapes shall be polypropylene with a minimum tensile strength of 600 pounds.

**3.0 Construction Requirements.**

**3.1 General.** The contractor shall comply with Sec 902.16, except as noted in this special provision.

**3.1.2** Pull ropes shall be furnished and installed in all empty conduit cells.

**3.1.3** HDPE duct shall not be spliced. All runs shall be continuous.

**3.1.4** Use an impact mole to install conduit under existing sidewalk unless otherwise indicated or unless the crossing is part of a longer bore or unless otherwise indicated in the plans. The portion installed using a mole will be paid for at the same price per foot as trenched conduit.

**3.2 Directional Drilling.**



**3.2.1 Preliminary Site Work.** Determine all utility locations near the path of the proposed bore, including depth. Use this information to avoid damage to utilities and/or facilities within the work area. Provide this information, including the sources, to the engineer a minimum of five working days prior to boring. Do not bore until the engineer approves that submittal. Prior to boring, expose all utilities for which it is customary and safe to do so.

**3.2.2 Boring.** The diameter of the drilled hole shall conform to the outside diameter of the conduit as closely as practical. Pressure grout as directed by the engineer, to fill any voids, which develop during the installation operation. Remove and replace any conduit damaged in directional drilling operations at no expense to the project.

**3.2.3 Drilling Fluid (“Slurry”).** The use of water and other fluids in connection with the drilling operation will be permitted only to the extent necessary to lubricate cuttings. Jetting will not be permitted, and the use of water alone as a drilling fluid will not be permitted. Use a drilling fluid consisting of at least 10% high grade, processed Bentonite to consolidate excavated material, seal the walls of the hole, and furnish lubrication for subsequent removal of material and immediate installation of the pipe.

Provide a means of collecting and containing drilling fluid that returns to the surface, such as slurry pit, or a method approved by the engineer. Provide measures to prevent drilling fluids from entering storm sewer systems. Prevent drilling fluid from accumulating on or flowing onto sidewalks, other pedestrian walkways, driveways, or streets. Immediately remove any slurry that is inadvertently deposited on pedestrian walkways. Transport waste drilling slurry from the site and dispose of it. Do not allow slurry to enter wetlands. Protect wetlands using appropriate soil erosion control measures approved by the engineer. This requirement also applies to slurry resulting from vacuum excavation to locate underground utilities.

**3.2.4 Drilling Control.** Use a digital walkover locating system to track the drill head during the bore. At minimum, the locating system shall be capable of determining the pitch, roll, heading, depth, and horizontal position of the drill head at any point along the bore. During each drilling operation, locate the drill head every 10 feet along the bore and prior to crossing any underground utility or structure. Upon completion of the drilling operation and conduit installation, furnish the engineer with an as-built profile drawing and plan drawing for the drilled conduit showing the horizontal and vertical locations of the installed conduit.

### **3.3 Intercept Existing Conduit with Proposed Pull Box.**

**3.3.1** Determine whether the conduit is occupied. If so, disconnect the cables at one end of the cables and pull them back so that they are not damaged when the conduit is cut. Alternatively, they can be removed entirely and replaced with new, identical cables. Notify the engineer if any of the cables appear to be in poor condition.

**3.3.2** Excavate a pit big enough for the pull box and drain material, with at least an additional foot on each side with conduit.

**3.3.3** Install the drain material. From the top of the drain material, measure the vertical distance to the bottom the conduit at the points corresponding to the walls of the box.

**3.3.4** If the conduit is PVC or metal, cut it in two places such that the distance between the cuts is longer than the box. Be sure the ends are cut squarely. If the conduit is HDPE, cut it in the

center of the pit. Ensure that the pit is long enough that the conduit can be bent out of the way when the box is installed, and can be bent enough to insert the conduit through the wall of the box.

**3.3.5** Make a hole in the wall of the box at each point that the conduit will enter. Use the distances measured earlier to determine how far from the box's bottom to make the holes.

**3.3.6** Set the pull box in the pit with the holes aligned with the conduits.

**3.3.7** Pass the conduits through the wall of the box so that they end about one inch inside the wall. For PVC conduit, extend the existing conduit using a short length of new PVC conduit that includes a socket end. For metal conduit, thread the existing conduit, apply a threaded coupling, and add a short length of new conduit. For HDPE, bend the existing conduit to pass through the box wall, then cut it to length inside the box.

**3.3.8** Use non-shrink grout to completely fill the space between the conduit and box wall.

**3.3.9** Backfill the pit and restore the area as with any pull box installation.

**3.3.10** Reinstall, reconnect, and test the cables that were pulled back at the beginning of the procedure. Alternatively, replace them in kind and test them.

#### **3.4 Install Conduit into Existing Pull Box.**

**3.4.1** Carefully expose the outside of the existing pull box without disturbing any existing conduits or cabling.

**3.4.2** Make the appropriate sized hole for the entering conduit at a location within the pull box that will not disturb the existing cabling and that will not hinder the installation of new cabling within the installed conduit.

**3.4.3** Install the conduit.

**3.4.4** Fill any void area between the drilled hole and the conduit with an engineer-approved filling material to protect against conduit movement and the entry of fill material.

**3.4.5** Backfill shall be carefully tamped in place. All disturbed areas shall be restored.

#### **4.0 Basis of Payment.**

**4.1** All surface-mounted junction boxes, fittings, liquid-tight flexible conduits, hangers, supports, resin anchor systems, and all hardware are incidental to the cost of conduit.

**4.2** Conduit may be installed by directional boring at locations shown as trenched on the plans. Such conduit will be paid for as if it had been installed by trenching.

**4.3** Payment for Intercept Conduit with Pull Box includes only that work that would not be incurred in a normal pull box installation. The cost of the box and its installation will be paid for separately.

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County: Franklin

**4.4** Measurement and payment for work covered by this specification includes equipment, tools, materials, necessary to install conduit. It includes excavation and site restoration. Payment will be made as follows:

<b>Item No.</b>	<b>Type</b>	<b>Description</b>
910-99.03	Linear Foot	Conduit, HDPE, Trench, 2-2"
910-99.02	Each	Install Conduit Into Existing Box