


JOB SPECIAL PROVISIONS TABLE OF CONTENTS (ROADWAY)

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

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 <p>STATE OF MISSOURI KEVIN P. HEFFERN NUMBER PE-2007002795 PROFESSIONAL ENGINEER</p> <p>THIS SHEET HAS BEEN SIGNED, SEALED AND DATED ELECTRONICALLY</p> <p><i>Kevin P. Heffern</i></p> <p><small>2024-11-14 09:28 kheffern@burnsmcd.com</small></p>	<p>MISSOURI HIGHWAYS AND TRANSPORTATION COMMISSION 105 W. CAPITOL AVE. JEFFERSON CITY, MO 65102 Phone 1-888-275-6636</p>
	<p>Burns & McDonnell 9400 Ward Parkway Kansas City, MO 64114 Certificate of Authority: 000165 Phone: 816-333-9400</p>
	<p>If a seal is present on this sheet, JSP's have been electronically sealed and dated.</p>
	<p>JOB NUMBER: JST0016B SALINE COUNTY, MO DATE PREPARED: 11/4/2024</p>
	<p>ADDENDUM DATE: R001 11/13/24</p>
<p>Only the following items of the Job Special Provisions (Roadway) are authenticated by this seal: All</p>	

JOB
SPECIAL PROVISION

A. General - Federal JSP-09-02K

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

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

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

General Provisions & Supplemental Specifications

Supplemental Plans to July 2024 Missouri Standard Plans
For Highway Construction

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

 **REVIS** 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.

1.1 Subproject Identification. Portions of the Contract are hereby identified as subprojects with the following assignment of Bridge Number, Route, or other location of work. This identification is done for the purpose of setting time limits for completion of each subproject and to allow partial acceptance of the work for maintenance as subprojects are completed.

Subproject	Description
A	Removal of Bridge A0130 (Lemon Trail Road)
B	Bridge A9613 Open to Traffic

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.

△ **REVISED** Notice to Proceed: December 19, 2024
~~Subproject A: December 31, 2024~~ **January 15, 2025**
Subproject B: August 1, 2025
Contract Completion Date: December 31, 2026

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
Subproject A	N/A	\$1,800
Subproject B	N/A	\$1,800
JST0016B	N/A	\$1,800

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. Early Notice to Proceed

1.0 The requirement in Sec 103.5 of the Missouri Standard Specifications for Highway Construction that the contractor "shall return the prescribed copies of the contract and bond, properly executed, to the office of the Commission within 15 days after the unexecuted contract has been mailed to the bidder" is waived for this project.

1.1 Instead, the contractor shall return the prescribed copies of the contract and bond, properly executed, to the office of the Commission prior to the Notice to Proceed Date found in the Job Special Provisions or within 15 days after the project is awarded by the Missouri Highways and Transportation Commission, whichever date comes first.

1.2 All other provisions in Sec 103.5 et seq. of the Missouri Standard Specifications for Highway Construction shall remain in full force and effect, and shall continue to govern the contractor and its subcontractors.

 **REVISED** **D. Work Zone Traffic Management JSP-02-06N**

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

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

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

2.0 Traffic Management Schedule.

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

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

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

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

2.5 Traffic Congestion. The contractor shall, upon approval of the engineer, take proactive measures to reduce traffic congestion in the work zone. The contractor shall immediately implement appropriate mitigation strategies whenever traffic congestion reaches an excess of **15 minutes** to prevent congestion from escalating beyond this delay threshold. If disruption of the traffic flow occurs and traffic is backed up in queues equal to or greater than the delay time threshold listed above, then the contractor shall immediately review the construction operations which contributed directly to disruption of the traffic flow and make adjustments to the operations

to prevent the queues from reoccurring. Traffic delays may be monitored by physical presence on site or by utilizing real-time travel data through the work zone that generate text and/or email notifications where available. The engineer monitoring the work zone may also notify the contractor of delays that require prompt mitigation. The contractor may work with the engineer to determine what other alternative solutions or time periods would be acceptable. When a Work Zone Analysis Spreadsheet is provided, the contractor will find it in the electronic deliverables on MoDOT's Online Plans Room. The contractor may refer to the Work Zone Analysis Spreadsheet for detailed information on traffic delays.

2.5.1 Traffic Safety.

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

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

2.6 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:

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

3.1.2 The contractor’s working hours will be restricted for the Special Events as shown below. All lanes shall be scheduled to be open to traffic during these Special Events.

From 5 p.m. day before a University of Missouri – Columbia home football game to 5 a.m. the day after.

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

No more than one of the two bridges shall be closed at any time.

3.3 Work hour restrictions have been established by phases identified within the traffic control plan. Construction phasing was broken out for each project location. For each project location the following work hour restrictions shall be applied for each phase.

3.3.1. Phase 1 Maintenance of Traffic Operations: Construction of Temporary Crossovers

3.3.1.1 Interstate 70 – The Contractor will only be allowed to construct the crossovers during night operations. Contractor will be allowed to temporarily close the inside lane of Interstate 70 in each direction from 7:00 PM to 5:00 AM the following day. Any additional lane restriction times and dates shall be approved by the Engineer

3.3.2 Phase 2 & 3 Maintenance of Traffic Operations: Bridge Removal

3.3.2.1 Interstate 70 – The Contractor will be allowed four occurrences to drop and shift one lane of traffic to the opposite set of lanes and run traffic head-to-head to remove half a bridge at a time. The contractor will be allowed a 24 hour period within a window beginning on Monday no earlier than 9:00 p.m to ~~Wednesday at no later than 5:00 a.m~~ **Friday at no later than 7:00 a.m.** All travels lanes on Interstate 70 shall be opened to traffic immediately at the conclusion of a 24-hour period. The Contractor shall coordinate dates for the lane shifts of Interstate 70 with the Engineer.

1 REVISED

3.3.3 Phase 4 Maintenance of Traffic Operations: Pier and Abutment Construction

3.3.3.1 Interstate 70 – The Contractor will be allowed to close all shoulders near a bridge. Any additional lane restriction times and dates shall be approved by the Engineer

3.3.4 Phase 5 Maintenance of Traffic Operations: Setting of Bridge Girders

3.3.4.1 Interstate 70 – The Contractor will be allowed to drop the inside lane and to temporarily close the direction of Interstate 70 impacted by setting girders. The setting of bridges shall only be done during nighttime hours. Temporary closure of Interstate 70 shall not exceed 15 minutes.

3.3.5 Phase 6 Maintenance of Traffic Operations: Bridge and Country Road Construction

3.3.5.1 Interstate 70 – The Contractor will be allowed to close all shoulders near a bridge. Any additional lane restriction times and dates shall be approved by the Engineer

3.3.6 Phase 7 Maintenance of Traffic Operations: Crossover Removal

3.3.6.1 Interstate 70 – The Contractor will be allowed to close all shoulders near a bridge. Any additional lane restriction times and dates shall be approved by the Engineer

3.4 Except for the 24-hour periods in Phase 2 and 3 to remove the existing bridges, any work requiring a reduction in the number of through lanes of traffic shall be completed during nighttime hours. Nighttime hours shall be considered to be 7:00 PM to 5:00 AM for this project.

3.5 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.

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

4.0 Detours and Lane Closures.

4.1 When a changeable message sign (CMS) is provided, the contractor shall use the CMS to notify motorists of future traffic disruption and possible traffic delays one week before traffic is shifted to a detour or prior to lane closures. The CMS shall be installed at a location as approved or directed by the engineer. If a CMS with Communication Interface is required, then the CMS shall be capable of communication prior to installation on right of way. All messages planned for

use in the work zone shall be approved and authorized by the engineer or its designee prior to deployment. When permanent dynamic message signs (DMS) owned and operated by MoDOT are located near the project, they may also be used to provide warning and information for the work zone. Permanent DMS shall be operated by the TMC, and any messages planned for use on DMS shall be approved and authorized by the TMC at least 72 hours in advance of the work.

4.2.0 The contractor will be allowed four periods of 24 hours within 56 hour windows to complete the removal of the existing bridges for Bridge No. A0130 and Bridge No. A0132. The 56-hour closure window shall be selected by the contractor and must occur between 9:00 p.m. on Monday to 5:00 a.m. on the following Wednesday. The contractor shall be subject to liquidated damages specified if traffic is not restored to all lanes of I-70 within 24 hours of closing I-70 for bridge removal (see LIQUIDATED DAMAGES SPECIFIED Job Special Provision). During the removal of the existing bridge, the contractor shall merge the appropriate direction of traffic down to one lane and shift them to the other side and run traffic head to head under the bridge and shift back to their appropriate lanes.

4.3 Upon completion of the new bridge substructure, the contractor shall merge appropriate lanes into one lane and proceed with a rolling stop of I-70 to set the new girders. This work shall be done during night time hours only.

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

E. Liquidated Damages Specified – Demolition of Bridges A0130 and A0132 JSP-93-28A

1.0 Description. If all lanes of I-70 following the demolition of Bridge A0130 and A0132 are not open to traffic within a 24 hour period, 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 \$500 per 15 (fifteen) minutes for each 15 (fifteen) minute increments, that that all lanes of I-70 are 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 excess closure time.

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.

F. Liquidated Damages for Winter Months JSP-04-17A

Delete Sec 108.8.1.3 (a)

Liquidated damages for failure to complete the work on time shall not be waived from December 15 to March 15, both dates inclusive.

G. 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.

Missouri Highway Patrol 1-800-525-5555, *55		
MSHP TROOP A	SALINE CO SHERIFF	CITY OF MARSHALL
816-622-0800	NON-EMERGENCY	Fire: 660-886-2226
	660-886-5512	Police: 660-886-7411

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.

H. 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.

Karlee Covington, PE,
Project Contact
Kansas City District
600 NE Colbern Road
Lee's Summit, MO 64086

Telephone Number: 816-927-9147
Email: Karlee.Covington@modot.mo.gov

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

I. 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 ± 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.

J. Contractor Quality Control NJSP-15-42

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

2.0 Quality Control Plan.

- (a) The name and contact information of the person in responsible charge of the QC testing.

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

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

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

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

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

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

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

4.0 Work Planning and Scheduling.

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

4.2 Weekly Meeting. When work is active, the contractor shall hold a weekly project meeting with the engineer to review the planned activities for the following week and to resolve any outstanding issues. Attendees shall include the engineer, the contractor superintendent or project manager and any foreman leading major activities. This meeting may be waived when, in the opinion of the engineer, a meeting is not necessary. Attendees may join the meeting in person, by phone or video conference.

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

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

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

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

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

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

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

K. MoDOT Retained Guardrail JSP-18-06

1.0 Description. Some or all guardrail removed from this project shall become the property of MoDOT and shall be transported to the following location:

Marshall Maintenance Lot
1595 West Arrow St.
Marshall, MO 65340

2.0 The contractor shall call the number listed above 48 hours prior to delivery of the guardrail. The contractor shall exercise reasonable care in the handling of the guardrail during removal and transportation.

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

3.0 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.

L. Optional Pavements JSP 06-06H

1.0 Description. This work shall consist of a pavement composed of either Portland cement concrete or asphaltic concrete constructed on a prepared subgrade. This work shall be performed in accordance with the standard specifications and as shown on the plans or established by the engineer.

2.0 The quantities shown reflect the total square yards of pavement surface designated for each pavement type as computed and shown on the plans.

2.1 No additional payment will be made for asphaltic concrete mix quantities to construct the required 1:1 slope along the edge of the pavement, or for tack applied between lifts of asphalt.

2.2 No additional payment will be made for aggregate base quantities outside the limits of the final surface area as computed and shown on the plans. When A2 shoulders are specified, payment for aggregate base will be as shown on the plans.

2.3 The grading shown on the plans was designed for the *thicker* pavement option. For projects with grading in the contract, there will be no adjustment of the earthwork quantities due to adjusting the roadway subgrade for optional pavements.

2.4 The contractor shall comply with Sections 401 through 403 for the asphalt option and Sections 501 and 502 for the concrete option.

2.5 Pavement options composed of Portland cement concrete shall have contrast pavement marking for intermittent markings (skips), dotted lines, and solid intersection lane lines. The pavement markings shall be in accordance with Section 620. No additional payment will be made for the contrast pavement markings.

3.0 Method of Measurement. The quantities of concrete pavement will be measured in accordance with Section 502.14. The quantities of asphaltic concrete pavement will be measured in accordance with Section 403.22.

4.0 Basis of Payment. The accepted quantity of the chosen option will be paid for at the contract unit bid price for Item 401-99.05, Optional Pavement, per square yard.

4.1 For projects with previously graded roadbeds, any additional quantities required to bring the roadway subgrade to the proper elevation will be considered completely covered by the pay item for Subgrading and Shouldering.

4.2 Price Adjustment for Fuel. If the contractor accepts the option for fuel adjustment in the bid proposal, a fuel adjustment will be applied in accordance with Sec 109.14 for the type of pavement constructed

M. 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.

N. 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 Setting Girders for Bridges. This work shall consist of the traffic control necessary for the placement of girders for proposed Bridges No. A9613 and A9614. A rolling stop is a form of traffic control used by contractors and maintenance personnel for emergencies or roadway closures for short durations of time. The traffic control vehicles form a moving blockade which reduces traffic speeds and creates a large gap in traffic or clear area allowing very short term work to be completed.

2.1.1 Before starting the rolling stop operation ensure there is at least one traffic control vehicle (with flashing lights and a truck mounted attenuator (TMA) per each slowed down lane. There should also be one vehicle to cover every point of access onto the 'rolling stop' segment of the roadway.

2.1.2 The traffic control vehicles leading the rolling stop must enter the roadway far enough from the work site to allow a clear area in front of them to develop. The traffic control vehicle will work into position so that each lane is controlled by a vehicle with proper flashing lights and TMA's

2.1.3 During the rolling stop operation the sight distance for the traveling public should be maintained so the drivers have the proper braking reaction and braking distance to stop their vehicles.

2.1.4 A separate traffic control vehicle, "chaser vehicle" shall follow the slowest or last vehicle ahead of the blockade. When that last vehicle passes the work site, the crew can begin the work operation.

2.1.5 All ramps and entrances to the roadway between the rolling stop blockade and the work site must be temporarily closed using traffic control personnel. Each of those ramps must remain closed until the "all clear" signal is given by the work site crew.

2.1.6 Proper communications are needed between the work site crew and the rolling stop blockade so that space and time adjustments can be made.

3.0 Basis of Payment. The cost of equipment, labor, materials or time to fulfill the above provision will be included in the unit bid price for item 612-30.01, TRUCK MOUNTED ATTENUATOR (TMA), LUMP SUM

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.



REVISED

O. **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>
Power Central Missouri Electric Cooperative 660-826-2900	None	Power
AT&T Transmission – 800-252-1133	None	Communications
Lumen – 877-366-8344 Rick Redel 711 E. 19 th St. Kansas City, MO 64108 Phone: 816-518-2804 Email: richard.redel@lumen.com	None	Fiber Optic
Gonetspeed – 866-761-3462	None	Telephone

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.

P. Use of Crossovers and Truck Entrances JSP-04-10

1.0 Description. The contractor is advised that at no time shall the contractor be allowed to use the existing median crossovers or install temporary crossovers to turn around during hauling operations or for the moving of equipment. The contractor is also prohibited from constructing any temporary entrances to the mainline of the interstate.

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.

Q. Tree Clearing Restriction JSP-07-05C

1.0 Description. The project is within the known range of several federally protected bat species. These bats are known to roost in trees with suitable habitat characteristics during summer months.

1.1 MoDOT has determined that suitable trees for one or more of these bat species exist within the project area.

1.2 To avoid negative impacts to these bat species, removal of any trees/limbs greater than three (3) inches in diameter shall only occur between October 16 and March 31.

2.0 Basis of Payment. No direct pay shall be provided for any labor, equipment, time, or materials necessary to complete this work.

R. Dynamic Late Merge System (Zipper Merge) JSP-16-07A

1.0 General. The Work Zone Intelligent Transportation System (WZITS) shall be a portable, real-time, automated, solar powered system that provides dynamic late lane merge guidance along with queue warnings about stopped traffic ahead due to work zones. This system is to provide advance traffic condition information to motorists at key decision points due to construction activity. This system shall be in operation 24 hours per day, seven days per week, during the construction period.

2.0 Description. This item shall consist of submittal and approval of a Work Zone Intelligent Transportation System plan, furnishing, installing, relocating, and operating a portable, automated, solar powered real-time work zone system (“Work Zone Intelligent Transportation System”) meeting the requirements noted herein, and providing a system manager to maintain the system during the duration of the project. The contractor shall assume responsibility for any damaged equipment due to crashes, vandalism, adverse weather, etc. that may occur during the system’s deployment.

2.1 The contractor shall furnish and maintain this system for measuring and delivering real-time messages for the work zone.

2.2 The contractor is responsible for coordinating any work in adjacent roadway construction projects.

2.3 The contractor will be responsible to relocate the devices as directed by the engineer. When the equipment is no longer required for this project, the contractor shall remove it and retain ownership.

3.0 System Requirements

3.1 The Work Zone Intelligent Transportation System shall be installed on I-70 during setting of bridge girders. It shall consist of the following as a minimum:

- 1 central computer system that can be accessed through a password protected internet connection
- Eight (4) portable changeable message signs (CMS)
- Eight (2) portable non-intrusive traffic sensors

4.0 Smart Work Zone Plan

4.1 General. The contractor shall submit to the Engineer for approval a written and illustrated WZITS Plan **three (3)** weeks prior to mobilization of any component of the WZITS System. The WZITS Plan shall include the items required in this specification. The Contractor will not be allowed to start any construction activities that will affect traffic on the project until the WZITS Plan is approved by the Engineer.

4.2 Content of the WZITS Plan. The WZITS Plan shall include, as a minimum, the following items:

- A detailed plan showing the proposed locations of all WZITS devices and equipment description including make and model.

- A description of all proposed thresholds and proposed CMS messages to be implemented.
- The name and contact information of the WZITS System Manager.
- A detailed description of the proposed methods of communication between WZITS devices and WZITS Central Computer and between WZITS Central Computer and the KCScout Advanced Traffic Management System (ATMS) software:
 - The KCScout Traffic Management Center utilizes TransCore's TransSuite ATMS software package and at a minimum, the WZITS Central Computer shall provide the average speed for each radar trailer through a web service or XML feed that can be accessed over the internet.
 - At a minimum, the WZITS Central Computer shall update the average speed web service (or XML feed) every 5 minutes for each of the individual radar trailers.
- Proposed corrective method procedures including response times and notification process.

4.3 Approval of Plan. Approval of the WZITS Plan by the Engineer is required prior to the placement of any WZITS devices. Approval is conditional and will be predicated on satisfactory performance during construction. The Engineer reserves the right to require the Contractor to make changes in the WZITS Plan and operations, at no additional cost to the Commission, including removal of personnel, as necessary, to obtain the quality specified. The Contractor shall notify the Engineer in writing a minimum of **seven** (7) calendar days prior to any proposed changes in the WZITS Plan. Proposed changes are subject to approval by the Engineer.

4.4 Dynamic Late Merge (DLM) System: The WZ ITS system should be design to provide the Dynamic Late Merge technology. The system shall detect a minimum of 2 distinct traffic conditions.

4.4.1 Free Flow:

Definitions of free-flow may vary by project, but typical traffic condition warrants may include:

- A trend of vehicle speeds at two points above an adjustable parameter. This parameter should be set for optimal results based on on-site monitoring and review as directed by the engineer. Typically greater than 50 mph may be utilized as a guideline.
- A trend of vehicle volume between two points below an adjustable parameter. This parameter should be set for optimal results based on on-site monitoring and review as directed by the engineer. Typically less than 1000 vehicles/hour may be utilized as a guideline.
- A trend including reduced vehicle speeds together with increased volume. These parameters should be set for optimal results based on on-site monitoring and review as directed by the engineer.

During Free Flow conditions, the DLM System shall display no lane use messages, and therefore allow traffic to resume typical merging operations.

4.4.2 Congestion:

Definitions of congestion may vary by project, but typical traffic condition warrants may include:

- A trend of vehicle speeds at two points below an adjustable parameter. This parameter should be set for optimal results based on on-site monitoring and review as directed by the engineer. Typically less than 20 to 35 mph may be utilized as a guideline.
- A trend of vehicle volume between two points above an adjustable parameter. This parameter should be set for optimal results based on on-site monitoring and review as directed by the engineer. Typically greater than 1500 to 1700 vehicles/hour may be utilized as a guideline.
- A trend including reduced vehicle speeds together with increased volume. These parameters should be set for optimal results based on on-site monitoring and review as directed by the engineer.

When traffic conditions warrant a change to the late merge strategy, the DLM System shall display lane use messages on the CMS. The messages shall consist of two alternating displays as described below. The CMS shall be located in advance of the lane closure as determined by the engineer based upon estimated queue lengths and project geometry.

Approximate locations are as follows:

CR 211 Phase 5A	Eastbound Mile Marker	Westbound Mile Marker
Arrow Panel	81.03	
Radar #1	80.05	
CMS #1	78.26	
Radar #2	78.26	
CMS #2	78.26	
CMS #3	77.30	
CMS #4	77.30	
CR 211 Phase 5B	Eastbound Mile Marker	Westbound Mile Marker
Arrow Panel		81.19
Radar #1		83.15
CMS #1		85.15
Radar #2		85.15
CMS #2		85.15
CMS #3		86.28
CMS #4		86.28
CR 225 Phase 5A	Eastbound Mile Marker	Westbound Mile Marker
Arrow Panel	85.20	
Radar #1	84.13	
CMS #1	83.46	
Radar #2	83.46	
CMS #2	83.46	
CMS #3	82.55	
CMS #4	82.55	
CR 225 Phase 5B	Eastbound Mile Marker	Westbound Mile Marker
Arrow Panel		86.30
Radar #1		87.26
CMS #1		89.23
Radar #2		89.23
CMS #2		89.23
CMS #3		90.30
CMS #4		90.30

- CMS located beyond estimated queue length at the time when DLM System activation will occur
 - **ZIPPER MERGE AHEAD – USE BOTH LANES**
- CMS located beyond estimated maximum queue length
 - **SLOW TRAFFIC AHEAD – USE BOTH LANES** or
 - **STOPPED TRAFFIC AHEAD – USE BOTH LANES**

5.0 Materials.

5.1 Changeable Message Signs. The Work Zone Intelligent Transportation System shall utilize MoDOT approved portable changeable message signs (CMS) in accordance with Missouri Standard Specifications for Highway Construction section 616 Temporary Traffic Control and 1063 Temporary Traffic Control Devices and Standard Plans for Highway Construction 616.10. Each CMS shall be capable of displaying eight characters on each of three rows. Each CMS

power supply shall be properly sized to allow continuous operation for up to ten days during periods of darkness and inclement weather.

5.2 Each CMS shall be integrated with a radio/modem, and/or a traffic sensor or other equipment (e.g. controller) mounted on it and shall act as a single “device” for the purpose of communicating with similarly integrated “devices” and displaying real-time traffic condition information. Each device shall be capable of communicating through radios/modems with other device(s) at upstream or downstream locations. MoDOT staff must have the ability to override messages displayed on any CMS in the system. This feature must be password protected and on a website separate from MoDOT’s public website.

5.3 Portable Non-Intrusive Traffic Sensors. The Smart Work Zone System traffic sensors shall be side-fired microwave radar type whose accuracy is not degraded by inclement weather and visibility conditions including precipitation, fog, darkness, excessive dust and road debris. These sensors shall be capable of acquiring traffic data from up to **six (6)** lanes of traffic on a lane-by-lane basis.

5.4 Central Computer. The central computer shall provide the functionality described below:

General

- Provide a Graphical User Interface that is compliant with Windows standards.
- Communication between the central computer and any device shall be independent and *non-reliant* upon communications with any other CMS or sensor.
- Alerts to Contractor and MoDOT staff shall be provided via text or e-mail messaging.
- Alerts shall be sent in the event of device failure or traffic delays over 15 minutes.

Data Processing Software

- The capability to collect and store sensor data.
- The capability to compare traffic data collected from sensors to user-defined thresholds and automatically update one or more CMS’s.
- The capability to estimate travel times and automatically update one or more portable CMS’s consistent with user-defined thresholds.
- The capability to display alternate route messages consistent with user-defined thresholds.

Data Management

- Storage of speed, volume, occupancy, CMS message history, and travel times as well as appropriate sensor status for each day.

Website

- The Contractor will be responsible for hosting the website and obtaining domain names. Possible domain names and overall website design must be submitted to the Engineer for approval prior to it being made available.
- The website shall contain an accurate map of the area affected by the work zone, including state highways or routes that may be used as alternates.
- Icons or hyperlinked text should accurately depict the current location of the system components and give real-time information provided by each component. In the event components are moved to a new location, the website must reflect these changes to the system layout.
- Historical data should be password protected and stored on the website for each day the system is in use, with date and time stamps included. The above data shall be available

to MoDOT staff at all times for the duration of work zone activity. An electronic copy of all data, including date and duration of system malfunction, shall be provided to MoDOT staff after all work zone activity is completed and the WZITS has been removed.

- The MoDOT staff and the Engineer shall have the capability to override messages, via password protection, from the website.
- Device information shall be provided to MoDOT TMC staff through icons or hyperlinked text representing each device. Detectors should provide real-time speeds at the respective locations and CMS's should provide the current message of each sign.
- The website shall be designed and operated to allow 20 users to access the site at one time.

6.0 System Manager. The contractor shall employ a system manager for the WZITS. The system manager shall be locally available to maintain system components, maintain the website, move portable devices as necessary, and respond to emergency situations. The system manager shall be responsible for coordinating the placement of devices in the project areas. It is the responsibility of the system manager to move system components that interfere with construction operations and relocate the components to another area. The system manager shall supply a local phone number and/or a toll free number to the engineer to contact the system manager or other system representative at any time.

7.0 Operational Test. Once the WZITS is installed, it shall undergo a five-day operational test. The operational test shall include a test of the system in operation during a lane closure to ensure that all WZITS equipment (including the changeable message signs, traffic sensors, central computer, communication devices, and website) is operating in a fully functional manner and in accordance with the Smart Work Zone Plan for a duration of at least five (5) calendar days. The contractor shall provide for complete operations support from the vendor during the operational test, and the contractor shall provide verification that the reported drive time through the work zone accurately reflects actual field conditions. If any equipment malfunctions occur for a combined period of four (4) hours or more during this operational test on any day, no credit will be given for that day for the operational test period, and the five-day operational test will reset.

7.1 The contractor shall maintain records of equipment stoppages and resumptions during the five-day operational test for submission to the engineer for his approval. In the event that ten percent or more of the time similar malfunctions occur that affect the proper operation of the WZITS, the engineer may declare a system component defective and require replacement of the equipment at no additional cost. When a system component defect is declared, the five-day operational test shall begin again after all defective equipment is replaced and the system is fully operational.

7.2 Report. The contractor shall submit a report to the engineer detailing the daily activity of the system during the operational test. The report shall indicate the date and time of any activity necessary to maintain operation of the WZITS during the operational test period. Each entry shall include the following information:

- Identity of the equipment on which work was performed
- Cause of equipment malfunction (if known)
- A description of the type of work performed
- Time required to repair equipment malfunction

Once the operational test report is received and approved by the engineer, the WZITS will be considered operational and the system will be accepted for use.

8.0 Method of Measurement. Work Zone Intelligent Transportation System (WZITS) shall be measured by one lump sum and shall be divided into the following payment schedule:

- 35 percent will be paid when all of the WZITS equipment is delivered to the jobsite.
- 25 percent will be paid when the engineer approves the Operational Test Report.
- 20 percent will be paid after 30 calendar days of full system operation.
- 20 percent will be paid after traffic is in its final position, the contractor's equipment has been removed from the project, and historical data has been provided to the engineer.

8.1 Deduction for Failed System. A percentage of the lump sum will be deducted should the system malfunction for three (3) or more consecutive calendar days or any total of five (5) calendar days in any one calendar month after the approval of the operational test. This deduction will be based on a ratio of calendar days of unsuccessful operation to total calendar days of operation following the approval of the operational test. This deduction will not reduce the total system payment to less than 60 percent of the lump sum.

9.0 Basis of Payment. Payment for submittal and approval of a Work Zone Intelligent Transportation plan, furnishing, installing, relocating, operating, maintaining, testing, monitoring, providing a website, providing historical data, and removal of the Work Zone Intelligent Transportation System (WZITS), including all items required for proper operation of this installation, except required CMS boards and required static sign assemblies which will be paid for separately, will be completely covered by the contract unit price for Item Number 616-99.01, "Work Zone Intelligent Transportation System," per lump sum.

S. Maintaining Median Guard Cable During Construction

1.0 Description. The contractor shall be responsible for maintaining the existing guard cable in the median of I-70 not protected by guardrail, new guard cable, temporary concrete barrier and permanent concrete barrier.

1.1 The existing guard cable and guardrail from I-70 Station 1000+00 to Station 1019+00 and Station 1213+50 and 1231+50 shall not be removed until all of the temporary concrete barriers and impact attenuators are in place. The temporary concrete barrier and impact attenuators shall be left in place until the permanent guard cable and guardrail are installed.

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.

T. Law Enforcement in the Work Zone JSP-15-03

1.0 Description. This project has been selected for use of law enforcement personnel in the work zone to help control traffic and promote safety.

2.0 Traffic Control Plan and Preconstruction Conference. The contractor shall present any variations planned to the Traffic Control Plan to the engineer prior to the preconstruction conference. Law enforcement agency representatives may be present at the preconstruction conference. The preconstruction conference will include discussion about the proposed strategy for use of law enforcement in the work zone. Based upon input from the law enforcement agency personnel, the engineer and the contractor, a strategy will be developed for best use of the law

enforcement hours by spacing involvement at various times and durations throughout the life of the project.

3.0 Control of Work. The engineer will contact the law enforcement agency and make all arrangements to schedule this work. The contractor may make suggestions to the engineer for improving the strategy at any time. The engineer will contact the law enforcement agency with any approved changes.

3.1 The engineer will make the final decision on all aspects of law enforcement in the work zone.

4.0 Basis of Payment. The Commission will reimburse the law enforcement agency per terms of the agreement between the two agencies. The contractor will not be part of that agreement and will not be required to participate in the cost. No direct payment will be made to the contractor for any costs associated with this provision.

U. DBE Prompt Payment Reporting JSP-24-05

1.0 Description.

1.1 This provision will only apply to contracts that have a Disadvantaged Business Enterprise (DBE) goal greater than 0% and have at least one DBE subcontractor.

1.2 MoDOT monitors the payments made by prime contractors and subcontractors to DBEs for compliance with DBE payment monitoring rules as outlined in 49 CFR 26.37. To facilitate this monitoring, MoDOT requires prime contractors to report their remitted payments to DBEs and subcontractors to report their remitted payments to lower-tier DBEs.

1.3 Tracking of DBE payments are made through the Signet™ application (Signet). Signet is a third-party service, supported by the vendor, for usage by the prime contractor and all subcontractors. Signet is only a reporting tool; it does not process financial transactions. MoDOT does not provide direct technical support for Signet. Information about Signet may be found at <https://infotechinc.zendesk.com/hc/en-us/articles/20875242569495-Signet-Missouri-DOT-Get-started-with-the-Signet-service>.

1.4 Upon completion of the first pay estimate on the contract, Signet will automatically send an email to the prime contractor prompting registration. The prime will be required to pay a one-time, fixed fee of \$1,000 for this contract directly to the Signet vendor. Use of Signet to track DBE payments will be available for the life of the contract, regardless of the contract value, contract duration, number of subcontractors, or payments reported. No additional fee will be charged to subcontractors that are required to report payments or DBEs that are required to verify payments through Signet. The contractor may also, at no additional cost, report payments through Signet to subcontractors that are not DBEs.

1.5 After each estimate, when contractor reporting of payments is complete, the subcontractor will receive an email notifying them of the payment and requesting verification of the reported payment. A subcontractor that has not completed registration with Signet will be prompted to do so at this time.

1.6 Users will be set up automatically based on information in MoDOT's vendor list. Additional users under each contractor may be added once registration has been completed within Signet. The current vendor list can be found at <https://www.modot.org/bid-opening-info>.

1.7 For purposes of this requirement, payer is defined as the prime contractor or subcontractor that reports a payment in Signet to a vendor that is either a subcontractor, trucker, manufacturer, regular dealer, or broker. Payee is defined as the vendor that receives notification of payment through Signet from the prime contractor or a higher-tier subcontractor. Payment is defined as issuing an Electronic Funds Transfer (EFT) or mailing a check to a payee.

2.0 Requirements. Payers must report remitted payment to DBEs within Signet, for work performed by the DBE subcontractor, DBE trucking, materials supplied from a DBE manufacturer, dealer, or broker, as well as a return of retainage (and/or other amounts withheld), within 15 calendar days.

2.1 Prime contractors must report remitted payments to DBEs within 15 calendar days of each payment it receives from MoDOT. Prime contractors must also report payments to non-DBE subcontractors if that subcontractor is making payment to a lower tier DBE subcontractor, trucker, manufacturer, regular dealer, or broker.

2.2 The payer must report the following information within Signet:

- a. The name of the payee.
- b. The dollar amount of the payment to the payee.
- c. The date the payment was made.
- d. Any retainage or other amount withheld (if any) and the reason for the withholding (if other than retainage).
- e. The DBE function performed for this payment (e.g., contracting, trucking, or supplying as a manufacturer, dealer, or broker).
- f. Other information required by Signet.

The payer must report its return of retainage (and/or other amounts withheld) in separate, standalone payment entries (i.e., without being comingled with a payment for work performed or materials supplied).

2.3 In the event that no work has been completed by a DBE during the estimate period, such that no payment is due to a DBE subcontractor, trucker, manufacturer, regular dealer, or broker, then the prime contractor will mark payment complete within Signet, and no other payments are required to be reported.

2.4 Each subcontractor making a payment to a lower-tier DBE must report remitted payments within Signet, as detailed in Section 2.2, within 15 days of receipt of each payment from the prime contractor.

2.5 DBE payees must verify in Signet each payment reported by a payer within 15 calendar days of the payment being reported by the payer. This verification includes whether the payment was received, and if so, whether it was as expected.

3.0 Basis of Payment. A fixed cost of \$1,000 will be paid on this contract for the required software to report payments to DBEs through Signet. Regardless of the number of projects in a contract, a single lump sum payment will be made under item 108-10.00 "SIGNET DBE REPORTING". The engineer reserves the right to underrun this item for any reason. Any additional costs for registration, software, usage, time, labor, or other costs will be considered incidental and no direct payment will be made.