

JOB SPECIAL PROVISIONS TABLE OF CONTENTS

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

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Job No. J6P3462
Various Routes
Jefferson & Franklin Counties

 <p>STATE OF MISSOURI ANASTASIA M. SMITH NUMBER PE-2014017016 PROFESSIONAL ENGINEER</p> <p>THIS SHEET HAS BEEN SIGNED, SEALED AND DATED ELECTRONICALLY.</p>	<p>MISSOURI HIGHWAYS AND TRANSPORTATION COMMISSION 105 W. CAPITOL AVE. JEFFERSON CITY, MO 65102 Phone 1-888-275-6636</p>
	<p>If a seal is present on this sheet, JSP's have been electronically sealed and dated.</p>
	<p>JOB NUMBER: J6P3462 JEFFERSON & FRANKLIN COUNTIES:</p>
	<p>DATE PREPARED: 4/1/2025</p>
	<p>ADDENDUM:</p>
<p>Only the following items of the Job Special Provisions are authenticated by this seal: ALL</p>	

JOB
SPECIAL PROVISIONS

A. General - Federal JSP-09-02K

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

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

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

General Provisions & Supplemental Specifications

Supplemental Plans to July 2024 Missouri Standard Plans
For Highway Construction

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

B. Project Contact for Bidder / Contractor Questions

1.0 Any project specific questions shall be directed to the to the following contact:

Stacey Smith, P.E.
Alternative Project Delivery Manager
Missouri Department of Transportation
St. Louis District
1590 Woodlake Drive

Chesterfield, MO 63017
E-mail: Anastasia.Smith@modot.mo.gov
Telephone Number: 314-453-5084

2.0 Upon award and execution of the contract, the successful bidder/contractor shall forward all questions and coordinate the work with the contract administrator. The contract will be administered and inspected by the Engineer/contract administrator listed below:

Tim Hellebusch, P.E.
Resident Engineer
Missouri Department of Transportation
St. Louis District
1590 Woodlake Drive
Chesterfield, MO 63017
E-mail: Tim.Hellebusch@modot.mo.gov
Telephone Number: 314-370-3306

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

C. Scope of Work

1.0 The scope of work for this project is to provide guardrail and crashworthy end terminal repair and/or replacement on an as needed basis in response to vehicle damage and similar sudden occurrence, such as physical damage by the elements, but not solely as a result of wear and tear or changes in standards not in connection with a sudden occurrence. The contractor will be notified of the need for work by written notice on a location by location basis.

2.0 The work will be performed along Commission maintained roadways in: *Jefferson and Franklin Counties*

3.0 The contract includes pay items to repair various guardrail systems and crashworthy end terminals by removal and replacement of major components and assemblies that have been damaged.

4.0 The contract includes pay items for removal of existing guardrail systems and end terminals and installation of new guardrail, crashworthy end terminals, and related appurtenances complete in place. The Engineer may order a new guardrail system, crashworthy end terminal, or related appurtenance to be installed when the existing system and/or terminal is damaged to such a significant extent that it is in the best interest of the Commission and the traveling public to install new current standard material, complete in place, rather than repair the existing system. New guardrail systems and/or terminals may be used to replace an entire existing system and/or terminal, which is partially or wholly damaged, or selected portions of such damaged system and/or terminal. Installation of new guardrail systems and/or terminals may require conformance to location specific plans provided by the Engineer. The work may involve adjusting the location of new guardrail systems and/or crashworthy terminals to properly shield the roadside obstacle for which the existing damaged system and/or terminal was originally installed. The determination of when an existing guardrail system and/or crashworthy end terminal is significantly damaged such that it requires installation of a new system and/or

terminal, rather than repair, or when an existing system and/or terminal requires adjusting the location will be made by the Engineer.

5.0 The Engineer reserves the right to have others perform some or all of the work at individual locations based on the needs of the Commission.

6.0 Work may be required during daytime, nighttime, and/or weekend hours. Some work may be on a first priority basis with response required within the time specified in the job order.

D. Job Order Contract

1.0 A Job Order Contract is an indefinite quantity contract pursuant to which the contractor shall perform the work itemized in a Job Order at individual work locations throughout the project limits. The contractor shall perform all tasks itemized in the Job Order.

2.0 The Engineer may identify the required work at an individual work location in collaboration with the contractor at a Joint Scope Meeting, unless the Engineer approves other arrangements. The Engineer will provide the contractor with a draft Detailed Scope of Work which the contractor shall review. Once the detailed Scope of Work is agreed upon, the Engineer will issue a Job Order to the contractor. At any given time the contractor may be performing more than one Job Order.

3.0 The contract includes a list of fixed cost pay items with fixed unit prices. Payment for the work will be determined by multiplying the fixed unit prices by the Adjustment Factor. The contractor shall bid the Adjustment Factor to be applied to the fixed unit prices. The total cost of an individual Job Order will be determined by multiplying the fixed unit price of each fixed cost pay item by the Adjustment Factor.

4.0 Definitions.

4.1. Detailed Scope of Work. A written document that sets forth the work the contractor is obligated to perform in connection with a particular Job Order.

4.2 Job Order. A written order from the Engineer to the contractor directing the work required at an individual work location in accordance with the Detailed Scope of Work within the Job Order Completion Time.

4.3 Job Order Completion Time. The time within which the contractor must complete the Detailed Scope of Work for a particular Job Order.

4.4 Fixed Cost Pay Item. Work for which a description and fixed cost is set forth in the fixed cost pay item list.

4.5 Non-Fixed Cost Pay Item. Work for which a description and fixed cost is not set forth in the pay item list. Payment for non-fixed cost pay items will be determined in accordance with Sec 109.4.2, 109.4.3, or 109.4.4. Non-fixed cost pay items will be paid using an Adjustment Factor of 1.000.

E. Job Order Procedure

1.0 Draft Job Order. The engineer will prepare a Draft Job Order (DJO) and submit to the contractor by email. The DJO will be provided as an Excel spreadsheet and will include the basic information listed in Section 1.2. The contractor shall review the DJO and respond by email within 24 hours, as specified herein. If the contractor agrees to all terms, and accepts the Job Order as final, the contractor shall respond with concurrence and proceed with the work under those terms. If the contractor has any proposed changes, the contractor shall present those in the response. The engineer will consider any proposed changes and respond with a Final Job Order, as described in Section 2.0. If additional time is required for the engineer to review the contractor's proposed changes, or if time is needed to hold a Joint Scope Meeting prior to the work, the Notice to Proceed date will be postponed accordingly and revised by the engineer.

1.1 Joint Scope Meeting. For complex job orders, or when price agreement negotiations are necessary, or for any other reason deemed necessary by the engineer, a joint scope meeting may be required either in person at the job site, or through Microsoft Teams, to plan the work and complete all job order terms. Establishment of pricing for any non-fixed cost pay items shall be in accordance with Sec 109.4.2 or 109.4.3. If no agreement to pricing can be made, then the work will proceed with payment for non-fixed cost items under Sec 109.4.4. The contractor's attendance at the joint scope meeting is required and at no additional cost.

1.2 Draft Job Order Information. The Draft Job Order will provide the following information:

- (a) Job order number
- (b) MoDOT Property Damage (PD) No. (when applicable)
- (c) County, route, and location
- (d) Date of issuance
- (e) Proposed Notice to Proceed date (as defined elsewhere in these provisions)
- (f) Required completion date
- (g) Designation if work is restricted to the nighttime period only
- (h) Traffic control plan type
- (i) Additional traffic control devices (if needed)
- (j) Speed limit reduction and normal speed limit (if needed)
- (k) General description of repair
- (l) Estimated repair quantities

2.0 Final Job Order. Following any revisions to the DJO, as authorized by the engineer, the terms in the Job Order are considered binding. The final Job Order is a written notice from the engineer to the contractor directing the work to be performed at each work location. A job order is considered a contract document as defined in Sec 101.2. A separate job order will be issued for each work location, as defined elsewhere in these provisions.

2.1 The contractor does not have the right to refuse to perform any Job Order or any work identified in a Job Order. If the contractor refuses or fails to perform any Job Order or any work identified in a Job Order, the contractor may be considered in default in accordance with Sec 108.

2.2 The Commission reserves the right to cancel or reject a Job Order for any reason. The Commission also reserves the right to not issue a Job Order if that is determined to be in the best interests of the Commission. The contractor shall not recover costs arising out of or related to the development of the Job Order including but not limited to the costs to attend the Joint Scope Meeting, review the Detailed Scope of Work, subcontractor costs, and the cost to review the Job Order Proposal with the Commission.

2.3 Multiple Job Orders. The engineer may issue multiple job orders with the same or overlapping completion periods.

3.0 Completed Job Orders. Following completion of the Job Order work, the contractor shall promptly enter the following information into the Excel Job Order form and return the Job Order to the engineer by email:

- (a) Actual date that repairs were completed
- (b) Actual repair materials used to complete the work and any traffic control changes, as authorized by the engineer
- (c) Printed name of the contractor's authorized representative who is certifying that the work is complete and in compliance with the Job Order, Contract, and plans (when applicable)

3.1 The engineer will review the completed Job Order, make any necessary adjustments to update final quantities, including traffic control, and determine the final payment amount. If any additional time to complete the work is warranted due to the engineer changing priority of Job Order completion, or for any other reason, the engineer will note such time extension in the comments section. Upon acceptance of the work, as described in JSP FINAL INSPECTION AND ACCEPTANCE OF THE WORK, the engineer will serve notice of Acceptance for Maintenance by converting the final completed Job Order to PDF format, digitally signing, and sending a digital copy to the contractor by email. Payment will be made following acceptance. Should any liquidated damages be assessed for failure to complete the work on time, a separate contract adjustment will be made.

F. Term of Contract

1.0 The term of this contract shall be for the period commencing *July 1st, 2025 and ending June 30th, 2026.*

2.0 Any work already ordered or in progress when the contract term ends shall be completed in accordance with the provisions, price proposals and timelines established in the issued Job Order(s), or liquidated damages will be assessed against the contractor in accordance with the provisions of this contract.

3.0 The contract may be extended under the original terms and contract prices for the period commencing *July 1st, 2026* and shall end *June 30th, 2027* for a maximum contract term of two (2) years. If, in the sole discretion of the Commission, the Commission desires to extend the contract, the contractor will be given written notification of the extension no later than December 1 of the current contract year. The contractor shall provide written notification of acceptance or rejection of the extension of this contract no later than January 1 of the current contract year. If

the option for extending the contract is exercised by MoDOT, a time adjustment change order will be issued by the Commission to extend the contract to the new term limits. The contractor shall increase the performance contract bond to an amount equal to the original contract amount plus the extended contract amount (i.e., double the original bond amount).

G. Fixed Unit Price List - Guardrail Repair

1.0 Description. A fixed unit price list containing unit prices associated with Guardrail Repair is listed below. Fixed unit prices are for complete and in-place construction and include all labor, equipment and material required to complete the construction task. All labor, material, equipment and work required by a specification shall be considered part of the fixed unit price, unless otherwise stated elsewhere in this contract. Pay limits will be defined in the approved Job Order.

2.0 Fixed Unit Price List for Guardrail Repair Job Orders.

MISC. TRAFFIC CONTROL ITEMS			
<u>Item Number</u>	<u>Description</u>	<u>Unit</u>	<u>Fixed Unit Price</u>
6169902	MISC. WORK BEYOND SHOULDER	EA	\$250.00
6169902	MISC. SHOULDER WORK - UNDIVIDED ROADWAYS	EA	\$250.00
6169902	MISC. RIGHT SHOULDER WORK - HIGH SPEED ROADWAY	EA	\$350.00
6169902	MISC. LEFT SHOULDER WORK - HIGH SPEED ROADWAY	EA	\$500.00
6169902	MISC. 1-LANE 2-WAY OPERATION W/ FLAGGERS	EA	\$800.00
6169902	MISC. SINGLE LANE CLOSURE	EA	\$900.00
6169902	MISC. PARTIAL RAMP CLOSURE	EA	\$400.00
6169902	MISC. COMPLETE RAMP CLOSURE	EA	\$600.00
6169902	MISC. ENTRANCE RAMP AREA, MAINLINE WORK	EA	\$400.00
6169902	MISC. ENTRANCE RAMP AREA, ACCEL LANE WORK	EA	\$400.00
6169902	MISC. EXIT RAMP AREA, MAINLINE/DECEL LANE WORK	EA	\$400.00
6169902	MISC. ADDITIONAL TRUCK MOUNTED ATTENUATOR (TMA)	EA	\$350.00
6169902	MISC. ADDITIONAL FLASHING ARROW PANEL	EA	\$100.00
6169902	MISC. ADDITIONAL DIRECTIONAL INDICATOR BARRICADE	EA	\$15.00
6169902	MISC. ADDITIONAL CHANNELIZER (TRIMLINE/)	EA	\$11.00
6169902	MISC. ADDITIONAL CMS (CONTRACTOR FURNISHED/RETAINED)	EA	\$1100.00
6169902	MISC. SEQUENTIAL FLASHING WARNING LIGHT	EA	\$50.00
6169904	MISC. ADDITIONAL CONSTRUCTION SIGNS	SF	\$4.00
6169902	MISC. TEMPORARY TRAFFIC CONTROL SINGLE LANE SHIFT	EA	\$500.00

NEW GUARDRAIL INSTALLATION ITEMS			
<u>Item Number</u>	<u>Description</u>	<u>Unit</u>	<u>Fixed Unit Price</u>
2029902	MISC. TYPE A OR B TERMINAL REMOVAL	EA	\$250.00
2029903	MISC. REMOVE GUARDRAIL	LF	\$10.00
2149910	GRADING FOR CRASHWORTHY END TERMINAL	LS	\$3,500.00

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6060110	BULLNOSE GUARDRAIL SYSTEM	EA	\$8843.00
6061010	GUARDRAIL TYPE A	LF	\$28.00
6061011A	GUARDRAIL TYPE A, 7 FT. POST, 3 FT. - 1.5 IN. SPACING	LF	\$44.00
6061050	GUARDRAIL TYPE E, 6 FT. POST, 3 FT. - 1.5 IN. SPACING	LF	50.00
6061051	GUARDRAIL TYPE E, 7 FT. POST	LF	\$55.00
6061054	GUARDRAIL TYPE E, 6 FT. POST, 6 FT. - 3 IN. SPACING	LF	\$37.00
6061060	MGS GUARDRAIL	LF	\$28.00
6061061	MGS GUARDRAIL, 8 FT., 6 FT. - 3 IN. SPACING	LF	\$32.00
6061063	MGS GUARDRAIL, 6 FT. POSTS, 3 FT. - 1.5 IN. SPACING	LF	\$41.00
6061065	MGS GUARDRAIL, 6 FT. POSTS, 1 FT. - 6.75 IN. SPACING	LF	\$64.00
6061067	MGS DOUBLE FACED GUARDRAIL	LF	\$46.00
6061068	MGS BRIDGE APPROACH TRANSITION SECTION (MAJOR ROUTE)	EA	\$3502.00
6061069	MGS BRIDGE APPROACH TRANSITION SECTION (MINOR ROUTE)	EA	\$3375.00
6061070	MGS VERTICAL CONCRETE BARRIER TRANSITION	EA	\$3375.00
6061074	MGS HEIGHT AND BLOCK TRANSITION SECTION	EA	\$647.00
6061075	MGS LONG SPAN GUARDRAIL SECTION	EA	\$3198.00
6061080	MGS END ANCHOR	EA	\$1390.00
6061081	MGS BRIDGE ANCHOR SECTION (THRIE-BEAM BRIDGE)	EA	\$2728.00
6062200A	BRIDGE ANCHOR SECTION, 6.5 FT. POSTS (SAFETY BARRIER CURB)(ROADWAY AND REHABILITATION WORK ONLY)	EA	\$2787.00
6062202A	BRIDGE ANCHOR SECTION, 7.5 FT. POSTS (SAFETY BARRIER CURB)(ROADWAY AND REHABILITATION WORK ONLY)	EA	\$2887.00
6062300A	TRANSITION SECTION, 6.5 FT. POSTS	EA	\$592.00
6062301A	TRANSITION SECTION, 7.5 FT. POSTS	EA	\$614.00
6062303	ASYMMETRICAL TRANSITION SECTION, 6.5 FT. POSTS	EA	\$620.00
6062304	ASYMMETRICAL TRANSITION SECTION, 7.5 FT. POSTS	EA	\$649.00
6062400	BRIDGE ANCHOR SECTION (THRIE BEAM)	EA	\$2728.00
6063000	TERMINAL SECTION - GUARDRAIL	EA	\$1484.00
6063014	TYPE A CRASHWORTHY END TERMINAL (MASH)	EA	\$2958.00
6063016	TYPE B CRASHWORTHY END TERMINAL	EA	\$5158.00
6066610	END ANCHOR	EA	\$1262.00
6066620	GUARDRAIL ANCHOR, EMBEDDED	EA	\$2217.00
6066630	GUARDRAIL ANCHOR, ROCK FACE	EA	\$1650.00
6069902	MISC. INSTALL POST IN SOLID ROCK OR CONC, 6' OR 7' (TYPE A, E OR MGS)	EA	\$350.00
6069902	MISC. FLARED TYPE A CRASHWORTHY END TERMINAL	EA	\$2365.00

GUARDRAIL REPAIR ITEMS			
Item Number	Description	Unit	Fixed Unit Price
6069902	MISC. R&R 12.5' BEAM, CONC/CONVEX RADIUS, TY A	EA	\$350.00
6069902	MISC. R&R 12.5' BEAM, CONC/CONVEX RADIUS, MGS	EA	\$350.00
6069902	MISC. R&R 12.5' W-BEAM PANEL (TYPE A GR)	EA	\$162.00
6069902	MISC. R&R 12.5' W-BEAM PANEL (MGS)	EA	\$162.00

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6069902	MISC. R&R 12.5' BEAM 10 GA. (TYPE E GR)	EA	\$356.00
6069902	MISC. R&R 18.75' THRIE BEAM PANEL (MGS)	EA	\$485.00
6069902	MISC. R&R 25' THRIE BEAM PANEL (TYPE E GR)	EA	\$460.00
6069902	MISC. R&R 25' THRIE BEAM PANEL (MGS)	EA	\$460.00
6069902	MISC. R&R 25' W-BEAM PANEL (TYPE A GR)	EA	\$281.00
6069902	MISC. R&R 25' W-BEAM PANEL (MGS)	EA	\$281.00
6069902	MISC. R&R 6.25' THRIE BEAM PANEL (MGS)	EA	\$169.00
6069902	MISC. R&R 6.25' TYPE A TO TYPE E TRANSITION BEAM	EA	\$159.00
6069902	MISC. R&R WOOD BLOCK 8X6X17 TRANSITION SECTION	EA	\$35.00
6069902	MISC. R&R WOOD BLOCK 12X6X19 TRANSITION SECTION	EA	36.00
6069902	MISC. R&R MGS HEIGHT AND BLOCK TRANSITION SECTION	EA	\$772.00
6069902	MISC. REALIGN & USE EXIST POST TYPE A, E OR MGS GR	EA	\$25.00
6069902	MISC. RE-TENSION GUARDRAIL SYSTEM	EA	\$75.00
6069902	MISC. R&R 12.5' END ANCHOR PANEL	EA	\$154.00
6069902	MISC. R&R 12.5' MGS END ANCHOR PANEL	EA	\$154.00
6069902	MISC. R&R 12.5' THRIE BEAM RAIL TY E GR	EA	\$234.00
6069902	MISC. R&R MGS END ANCHOR	EA	\$1313.00
6069902	MISC. R&R 72" FOUNDATION TUBE W/O SOIL PLATE (MGS)	EA	\$374.00
6069902	MISC. R&R 46" WOOD POST IN FOUNDATION TUBE (MGS)	EA	\$78.00
6069902	MISC. R&R CABLE ASSY W/PIPE, PLATE & ANCHOR (MGS)	EA	\$305.00
6069902	MISC. R&R END ANCHOR RAIL	EA	\$164.00
6069902	MISC. R&R END ANCHOR CABLE ASSEMBLY	EA	\$143.00
6069902	MISC. R&R END SEC (SHOE) TY A GR	EA	\$72.00
6069902	MISC. R&R PARTS FOR END SECTION	EA	\$105.00
6069902	MISC. R&R GR DELINEATOR 1 SIDE OR 2 SIDE	EA	\$12.00
6069902	MISC. R&R STEEL POST 6', MGS	EA	\$79.00
6069902	MISC. R&R STEEL POST 6', TY A OR MGS GR	EA	\$79.00
6069902	MISC. R&R STEEL POST 6', TY E GR	EA	\$89.00
6069902	MISC. R&R STEEL POST 7', TY A GR	EA	\$89.00
6069902	MISC. R&R STEEL POST 7', TY E GR	EA	\$90.00
6069902	MISC. R&R STEEL POST 8', MGS	EA	\$98.00
6069902	MISC. R&R WOOD POST 6', TY A GR	EA	\$74.00
6069902	MISC. R&R WOOD POST 7', TY A GR	EA	\$84.00
6069902	MISC. R&R STEEL TUBE BLOCK 7X4 BR ANCH	EA	\$107.00
6069902	MISC. R&R STEEL SPACER BLOCK (TYPE A GR)	EA	\$40.00
6069902	MISC. R&R STEEL BLOCKOUT FOR RADIUS RAIL	EA	\$40.00
6069902	MISC. R&R TERMINAL CONNECTOR, TY A OR MGS GR	EA	\$115.00
6069902	MISC. R&R TERMINAL CONNECTOR, TY E OR MGS GR	EA	\$150.00
6069902	MISC. R&R WOOD/PLASTIC BLOCK 8X6X14 MGS	EA	\$21.00
6069902	MISC. R&R WOOD/PLASTIC BLOCK 8X6X14 TY A GR	EA	\$21.00
6069902	MISC. R&R WOOD/PLASTIC BLOCK 8X6X21 TY E GR	EA	\$25.00
6069902	MISC. R&R WOOD/PLASTIC BLOCK 12X6X14 MGS	EA	\$25.00

BULLNOSE SYSTEM REPAIR ITEMS			
<u>Item Number</u>	<u>Description</u>	<u>Unit</u>	<u>Fixed Unit Price</u>
6069902	MISC. R&R PARTS FOR BULLNOSE SYSTEM	EA	\$1050.00
6069902	MISC. R&R 72 IN FOUNDATION TUBE BULLNOSE SYSTEM	EA	\$350.00
6069902	MISC. R&R 96 1/16 IN FOUNDATION TUBE BULLNOSE SYSTEM	EA	\$451.00
6069902	MISC. R&R POSTS #1-2 BULLNOSE SYSTEM	EA	\$87.00
6069902	MISC. R&R POSTS #3-8 BULLNOSE SYSTEM	EA	\$101.00
6069902	MISC. R&R POSTS #9-12 BULLNOSE SYSTEM	EA	\$100.00
6069902	MISC. R&R 8X6X14 3/16 TAPERED WOOD BLOCK BULLNOSE SYSTEM	EA	\$36.00
6069902	MISC. R&R RAIL SECTION #1 BULLNOSE SYSTEM	EA	\$1257.00
6069902	MISC. R&R RAIL SECTION #2 BULLNOSE SYSTEM	EA	\$768.00
6069902	MISC. R&R RAIL SECTION #3 BULLNOSE SYSTEM	EA	\$426.00

END TERMINAL REPAIR ITEMS			
<u>Item Number</u>	<u>Description</u>	<u>Unit</u>	<u>Fixed Unit Price</u>
6069902	MISC. NEW OR R&R REFLECTIVE SHEETING ON END TERMINAL (UNIVERSAL)	EA	\$45.00
6069902	MISC. R&R 12.5 FT END SECTION 1ST W-BEAM RAIL (MSKT)	EA	\$203.00
6069902	MISC. R&R 9.375 FT 2ND SECTION W-BEAM RAIL (MSKT)	EA	\$135.00
6069902	MISC. R&R CABLE ASSY W/ PIPE, PLATE & ANCH (MSKT)	EA	\$113.00
6069902	MISC. R&R GROUND STRUT (MSKT)	EA	\$115.00
6069902	MISC. R&R NEW IMPACT HEAD (MSKT)	EA	\$1075.00
6069902	MISC. REM EXT GR & REUSE EXIST IMPACT HD (MSKT)	EA	\$250.00
6069902	MISC. R&R POST #1 HBA TOP (MSKT)	EA	\$110.00
6069902	MISC. R&R POST #1 HBA BOTTOM (MSKT)	EA	\$308.00
6069902	MISC. R&R POST #2 HBA TOP (MSKT)	EA	\$100.00
6069902	MISC. R&R POST #2 HBA BOTTOM (MSKT)	EA	\$165.00
6069902	MISC. R&R 12'6" GALV GR PANEL 3'1.5" O/C (SOFTSTOP)	EA	\$166.00
6069902	MISC. R&R 12/25/3'1.5:3@6'3:3'1.5/S (SOFTSTOP)	EA	\$274.00
6069902	MISC. R&R 6'0 SYT POST/8.5/31" GR HT (SOFTSTOP)	EA	\$125.00
6069902	MISC. R&R ANCHOR GUARDRAIL 12'-6" (SOFTSTOP)	EA	\$315.00
6069902	MISC. R&R ANGLE STRUT (SOFTSTOP)	EA	\$88.00
6069902	MISC. R&R STYP#1 8.5# 4'9-1/2 (SOFTSTOP)	EA	\$119.00
6069902	MISC. R&R ANCHOR POST W6X15#X6' (SOFTSTOP)	EA	\$411.00
6069902	MISC. R&R IMPACT HEAD (SOFTSTOP)	EA	\$1098.00
6069902	MISC. REM EXT GR & REUSE EXIST IMPACT HD (SOFTSTOP)	EA	\$253.00
6069902	MISC. R&R CAN TL3 SS646 (SOFTSTOP)	EA	\$322.00
6069902	MISC. R&R ANCHOR ANGLE (SOFTSTOP)	EA	\$41.00
6069902	MISC. R&R PLATE WASHER (SOFTSTOP)	EA	\$35.00
6069902	MISC. R&R KEEPER PLATE (SOFTSTOP)	EA	\$30.00
6069902	MISC. R&R ANCHOR PADDLE (SOFTSTOP)	EA	\$142.00
6069902	MISC. R&R SLED WELDMENT (TRACC)	EA	\$2978.00
6069902	MISC. R&R SHREDDER (TRACC)	EA	\$380.00

6069902	MISC. R&R STAGE 2 RIP PLATE 75 IN (TRACC)	EA	\$225.00
6069902	MISC. R&R STAGE 3 RIP PLATE 93 IN (TRACC)	EA	\$240.00
6069902	MISC. R&R STAGE 3 RIP PLATE (25965G) 87 IN (TRACC)	EA	\$230.00
6069902	MISC. R&R STAGE 3 RIP PLATE (25966G) 87 IN (TRACC)	EA	\$230.00
6069902	MISC. R&R 2 BAY FENDER PANEL (TRACC)	EA	\$280.00
6069902	MISC. R&R NOSEPIECE YELLOW (TRACC)	EA	\$355.00

H. Adjustment Factor

1.0 Description. The Adjustment Factor includes business and construction related costs as defined in this specification. It is the responsibility of the contractor to verify the unit prices provided in this contract and to modify their Adjustment Factor accordingly.

1.1 Business Costs. Business related costs consist of profit, overhead costs, subcontractor profit and overhead, taxes, finance costs, and other costs including but not limited to;

- (a) insurance, bonds and indemnification
- (b) project meetings, training, management and supervision
- (c) project office staff and equipment
- (d) employee or subcontractor wage rates that exceed prevailing wages
- (e) fringe benefits, payroll taxes, worker's compensation, insurance costs and any other payment mandated by law in connection with labor that exceeds the labor rate allowances
- (f) business risks such as the risk of low than expected volumes of work, smaller than anticipated Job Orders, poor subcontractor performance, and inflation or material cost fluctuations

1.2 Construction Costs. Construction related costs include but are not limited to;

- (a) personnel safety equipment
- (b) security requirements
- (c) excess material waste
- (d) daily and final clean-up
- (e) costs resulting from inadequate supply of materials, fuel, electricity, or skilled labor
- (f) costs resulting from productivity loss
- (g) working in extreme and adverse weather conditions
- (h) any other discreet items of work required to complete a particular Job Order

1.3 General Costs. The above lists are not exhaustive and are intended to provide general examples of cost items to be included in the contractor's Adjustment Factor as defined in the contract.

2.0 Adjustment Factor. The Adjustment Factor may include daytime, nighttime, and/or weekend hours as identified by the Engineer.

2.1 Daytime hours are defined as ½ hour after sunrise to ½ hour before sunset. If the contractor works outside of the defined daytime hours, the contractor shall provide lighting equipment at no additional cost to the Commission.

3.0 Nighttime Work. If the Engineer determines traffic volumes are such that work cannot be performed during the daytime, without significant traffic impacts, the Job Order will specify nighttime repair operations..

4.0 Weekend Work. If the Engineer determines traffic volumes are such that work cannot be performed Monday through Friday without significant traffic impacts, the Job Order will specify weekend repair operations.

I. Bidding the Adjustment Factor

1.0 The bidder shall complete the bid form by writing in the Adjustment Factor. The Adjustment Factor shall be specified to three decimal places. Note that this is a contract pay item for contractor payment, not work items.

EXAMPLE: The Adjustment Factor shall be entered as the following example illustrates.

<u>1 . 1 9 8</u>
OR
<u>0 . 9 8 7</u>

Note: The Adjustment Factors used are for example purposes only and is not an indication of factors being bid by the contractor.

J. Contract Award

1.0 The Commission will evaluate the bids with the intent of awarding the contract to the lowest responsible bidder. The budget for this project will have a minimum budget of \$0 dollars and an anticipated maximum of \$1,000,000 dollars. If the contract is extended in accordance with the TERM OF CONTRACT JSP, the anticipated budget will be no more than two times the maximum amount.

2.0 The lowest bid will be determined by multiplying the Adjustment Factor by the anticipated budget for the adjustment factor. For purposes of bidding this contract, the estimated percentage of work performed during Daytime hours is 85%, Nighttime hours is 15%, and Weekend hours is 0%. The dollar quantities provided in the bid form are anticipated budgets and are not intended to represent the actual value of work that will be assigned.

K. Bonds

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

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

L. Notice to Proceed

Delete Sec 108.2 and substitute the following:

108.2 Notice to Proceed. For each Job Order, the Engineer will include a notice to proceed, which will stipulate the date the contractor is expected to begin work. The notice to proceed date will normally be 3 working days after the job order is issued.

108.2.1 For job orders that require a first priority response, the contractor shall respond to the work location and begin the first priority repair work within 24 hours of execution of the Job Order.

M. First Priority Repair

1.0 If the Engineer determines the safety of the public is unduly compromised by the damaged guardrail or guardrail end terminal, the work will be designated as a First Priority repair, and as such, will take precedent over any routine pending Job Orders, as specified herein. Commission forces or others will initially respond to the location and perform such work as necessary to reduce the immediate danger to the public.

2.0 The contractor shall provide a means for the Engineer to notify the contractor of emergencies 24 hours a day. The contractor will be given initial notification by phone of the location and type of work of the First Priority Repair. Written confirmation of the anticipated work will be provided by e-mail or text immediately after notification by phone. The Job Order will be issued by the Engineer within 48 hours of initial notification of the contractor.

3.0 The contractor shall respond to the work location and begin the First Priority Repair work within 24 hours of execution of the Job Order. After beginning the First Priority Repair work, the contractor shall continuously and diligently pursue the work according to the mutually agreed upon schedule in the Job Order until all of the repairs described in the Job Order are complete, unless otherwise approved by the Engineer.

3.1 Additional time to begin the work may be granted for shipment of repair items not included in the Fixed Unit Price List. The contractor shall notify the Engineer immediately of any delays due to shipment of non-Fixed Cost pay items.

4.0 If multiple First Priority Job Orders are active simultaneously, all First Priority Job Orders shall be completed prior to routine Job Order repairs and in the order issued unless otherwise re-prioritized by the Engineer.

4.1 If a First Priority Job Order is issued while a current First Priority Job Order is active, the Notice to Proceed for the subsequent First Priority Job Order will be no less than 12 hours following the planned completion of the active First Priority Job Order.

4.2 If issuance of one or more First Priority Job Orders causes delays to other pending routine Job Orders, additional time will be granted for completion of the other repairs if the contractor

can provide sufficient evidence that issuance of the First Priority Job Order was cause for the delay.

4.3 Based on repair history, it is estimated that use of the First Priority Repair will occur fewer than 10 times per year. However, the Commission makes no guarantee of the actual number of First Priority Repairs that may be required.

5.0 No additional payment will be made for First Priority Repairs. Payment will be made for work as specified elsewhere in the contract.

N. Contract Time for Completion of Job Order

1.0 Contract Time for Completion of Job Order. The time for the completion of the job order will be specified by calendar days. Time is an essential element of the contract, and it is therefore important that the work be pursued vigorously to completion.

2.0 Completion by Calendar Days. The contractor shall complete all work described in each job order within seven (7) calendar days of the notice to proceed date.

3.0 Contract Time Extension for Change in the Work. If a change in the work on a job order is ordered by the Engineer, the contractor will be allowed an extension of contract time when it can be established that the additional work required more time. In such cases, the actual time required, as determined by the Engineer, will be allowed.

4.0 Contract Time Extension for Traffic Control Restrictions. If a traffic control time restriction ordered by the Engineer changes the contractor's work schedule on a job order, the contractor will be allowed an extension of contract time when it can be established that the restriction prevented the contractor from performing the work within the contract time. In such cases, the actual restriction time, as determined by the Engineer, will be allowed.

5.0 Contract Time Extension for Unsuitable Weather. The contractor will not be entitled to any extension of contract time because of unsuitable weather conditions unless authorized in writing by the Engineer as an excusable, non-compensable delay under Sec 108.14.1.

O. Completing the Work

1.0 The contractor shall perform any task in the fixed unit price list for the fixed unit price multiplied by the quantity, multiplied by the Adjustment Factor . The contractor shall perform the Detailed Scope of Work for the Job Order Price as calculated in accordance with the procedure for developing Job Orders set forth herein.

2.0 When installed quantities differ from the estimated quantities in the issued Job Order, the as built quantities in the final Job Order will address the quantity variation(s) for final payment. When quantities are not specified in the Detailed Scope of Work, the Job Order Price will be deemed to be lump sum for such work.

3.0 The contractor shall employ and supply a sufficient force of workers, materials and

equipment and shall progress the work with such diligence so as to ensure completion of the Detailed Scope of Work within the Job Order completion Time or within such extended time for completion as may be granted by the Engineer.

P. Final Inspection and Acceptance of the Work

Delete Secs 105.10.7 through 105.10.7.2 and substitute the following:

105.10.7 Final Inspection. Upon completion of the required work for each Job Order, the contractor shall promptly notify the Engineer as specified per Section 3.0 of JSP JOB ORDER PROCEDURE. Final inspections by the Engineer may be random and may not be performed for all Job Orders. At the discretion of the Engineer, in lieu of a Final Inspection, the Engineer may declare Acceptance for Maintenance based on the certification of work by the contractor's authorized representative. If the Engineer determines all work required by the contract has been satisfactorily completed, or the Engineer accepts the contractor's certification, the Engineer will make the acceptance for maintenance and notify the contractor in writing as specified per Section 3.1 of JSP JOB ORDER PROCEDURE . Final Acceptance of all work in the Contract will occur as specified in Sec 105.15 and within 30 days of receipt of final documentation from the contractor.

105.10.7.1 Work determined to be unsatisfactory by the Engineer, even if discovered following Acceptance for Maintenance, shall be corrected to acceptable standards at the contractor's sole cost. All items that are unsatisfactory shall be corrected within the time specified for each Job Order, or as otherwise allowed by the Engineer. Any time extension given will be considered a non-compensable delay. Upon completion of the corrections, the contractor shall notify the Engineer for a re-inspection.

105.10.7.2 Following a Job Order final inspection and Acceptance for Maintenance, the contractor, subcontractors, and suppliers are relieved of any new or additional liability to third parties for personal injury, death, or property damages which may be alleged to result from the performance of the work required by that job order, unless additional work on the right of way is required by the Engineer.

105.10.7.3 Nothing in this section shall be deemed to excuse the contractor of liability or responsibility for any personal injury, death, or property damages which may arise from acts or the failure to act prior to the final inspection of the work required by the Job Order.

Q. Liquidated Damages for Failure or Delay in Starting or Completing Work on Time

1.0 Description. If the contractor, or in case of default, the surety fails to begin or complete the work required in a job order within the time specified, or within such extra time as may be allowed by the contract, the contractor shall be charged with liquidated damages in the amount of **\$250 per day** for each day or partial day that the job order remains incomplete in excess of the specified time. The amount specified is agreed upon, not as a penalty, but as liquidated damages for loss to the Commission and the public. This amount will be deducted from any amount due under the contract. These damages will apply to each individual job order for which the contractor fails to complete the work on time. The contractor and surety shall be liable for all

liquidated damages. Permitting the contractor to continue the work after the expiration of the specified time or any extension of time will not constitute a waiver by the Commission of any contractual rights. It shall be the responsibility of the engineer to determine the quantity of excess time.

2.0 Sec 108.8.1 through 108.8.1.3 shall not apply to this contract.

3.0 These liquidated damages will not be charged for Saturdays, Sundays, national, and state holidays established by law.

R. Liquidated Damages Specified for First Priority Repair Response

1.0 Description. For those job orders that are designated as a first priority repair, if the contractor does not respond to the work site and begin the first priority repair work within 24 hours, 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, increased potential liability, increased traffic and traffic flow regulation cost and greater 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 **\$250.00 per hour** that the first priority repairs are not started, in excess of the limitation as specified elsewhere in the contract documents. The Engineer will determine the quantity of excess time.

1.1 The said liquidated damages specified for first priority repair response will be assessed in addition to any other applicable liquidated damages specified elsewhere in the contract documents.

S. Contract Payments

1.0 The contractor shall request payment by submitting an invoice to the Engineer. The invoice shall be for the job orders completed and shall be itemized by job order number. A summary of all contract items used, contract unit prices, and total cost shall be included with the invoice.

1.1 The Engineer will make payment estimates for the Job Orders completed and final inspected and the value thereof at the price established in the Job Order, including any necessary adjustments. The payment estimates will include deductions from the contractor's invoice for any liquidated damages applicable to any of the Job Orders.

1.2 Material Allowance. No material allowance will be made for this contract.

T. Work Zone Traffic Management Plan

1.0 Description. The contractor may be responsible for the work zone traffic management as mutually agreed upon by the contractor and engineer for each individual Job Order. 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:

2.0 Traffic Management Schedule.

2.1 The contractor shall notify the Engineer at least 48 hours prior to performing any work at each work site with the exception of first priority repairs. The notification shall include all information needed to identify traffic impacts such as work location, anticipated work hours, traffic control plan type, required lane or shoulder closures, anticipated duration of the work, etc. The Engineer will make appropriate notification to the public, MoDOT customer service, and MoDOT work crews of the contractor's operations. The contractor shall notify the Engineer at the actual time of closing any lane or shoulder and shall again notify the Engineer when the lane or shoulder is reopened to traffic. The contractor shall notify the Engineer as soon as practical any postponement due to weather, material, or other circumstances and shall renotify the Engineer when the work has been rescheduled.

2.2 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 work and the contractor is prepared to diligently pursue the work until the closed lane is reopened to traffic.

3.0 Maintenance of Traffic.

3.1 Traffic flow shall be maintained through the work zone using the existing pavement in accordance with the traffic control plans. No detours or lane shifts onto shoulders will be allowed unless otherwise approved by the Engineer.

3.2 Provisions shall be made to allow the movement of emergency vehicles through the limits of the work at all times.

3.3 During non-working hours the contractor shall have all lanes of traffic open for all routes, ramps, and side roads. All channelizers and other traffic control devices shall be removed from the roadway during non-working hours unless otherwise approved by the Engineer.

4.0 Traffic Congestion and Delay. The contractor shall, upon approval of the Engineer, take proactive measures to reduce traffic congestion in the work zone. The contractor shall be responsible for maintaining the existing traffic flow through the job site during the work. If disruption of the traffic flow occurs and traffic is backed up in queues of 15 minute delays or longer, then the contractor shall review the construction operations which contributed directly to disruption of the traffic flow and make adjustments to the operations to prevent queues from occurring again.

5.0 Traffic Safety.

5.1 Where traffic queues routinely extend to within 1000 feet (300 m) of the ROAD WORK AHEAD, or similar, sign on a divided highway or to within 500 feet (150 m) 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.

5.2 When a traffic queue extends to within 1000 feet (300 m) of the ROAD WORK AHEAD, or similar, sign on a divided highway or to within 500 feet (150 m) of the ROAD WORK AHEAD, or

similar, sign on an undivided highway due to non-recurring congestion, 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 (300 m) and no more than 0.5 mile (0.8 km) in advance of the end of the traffic queue on divided highways and no less than 500 feet (150 m) and no more than 0.5 mile (0.8 km) in advance of the end of the traffic queue on undivided highways.

6.0 Work Hour Restrictions.

6.1 All work shall be scheduled to avoid major sporting events, conventions, concerts, and similar special events as specified by the engineer. During the term of this contract, there are five major holiday periods: New Year’s Day, Memorial Day, Labor Day, Thanksgiving, and Christmas. All lanes shall be scheduled to be open to traffic during these holiday periods, 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 designated by the engineer.

6.1.1 Independence Day. The lane restrictions specified in Section 6.1 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

6.2 During non-working hours the contractor shall have all lanes of traffic open for all routes, ramps, and side roads. Working hours for holidays shall be determined by the engineer.

6.3 Due to the wide variance in traffic volumes throughout the contract area, it is not possible to give specific work hours for the term of the contract. Each Job Order will specify work hours or work hour restrictions based on the repair location, this may include peak hour restrictions. The following table provides general guidance as to the most restrictive schedule for when work on or adjacent to the roadway may be allowed.

<u>Traffic Control Plan Type</u>	<u>Work Hours (Monday thru Friday)</u>
Single Lane Closure	7:30 p.m. to 4:30 a.m.
Ramp Closure	Hours and days as approved by the engineer
One Lane Two Way Operation with Flagger	Hours and days as approved by the engineer

Specific work hours for an individual work location shall be according to the mutually agreed upon schedule in the Job Order. .

7.0 Work Within Another Work Zone. The Engineer may determine it is in the best interest of the Commission and the traveling public to have the work designated in the job order performed within another contractor's work zone or within a MoDOT work zone. If the work is designated to be performed within another work zone, the contractor shall coordinate and perform the work in accordance with Sec 105.6.

8.0 Ramp Closure. Ramp closures shall be minimized and shall be approved by the engineer a minimum of five days prior to the closure. Only one ramp closure will be permitted in a particular interchange or complex at one time. Work on acceleration / deceleration lanes will not require ramp closure unless approved by the engineer. Detour traffic handling details will be as specified by the engineer. Major ramp closures may require detour signing with other ramp closures only requiring use of changeable message signs (CMS) for detours. If the engineer determines detour signing is required, all necessary detour trailblazing placards will be furnished, installed, and covered by others. The contractor shall furnish all CMS required by the engineer. The contractor shall be responsible for uncovering and covering the trailblazing placards as work progresses.

9.0 Changeable Message Signs. The contractor shall provide changeable message signs notifying motorists of future traffic disruption and possible traffic slow down one week before traffic is shifted to a detour. The changeable message sign installation shall be placed at a location as approved or directed by the engineer.

10.0 Basis of Payment. All items necessary to complete the traffic control will be paid for at the fixed unit price multiplied by the Adjustment Factor, as mutually agreed upon in the Job Order.

U. Traffic Control Plan Types

1.0 Description. The engineer will designate in the job order the type of traffic control plan (TCP) necessary to perform the work. If the engineer determines more than one type of TCP is needed to perform the work, the additional plan or plans will be specified in the job order. The various types of TCP's and the traffic control devices required for each TCP are shown on the plans. The contractor shall furnish adequate channelizing devices as shown on the plans. **The contractor's attention is directed to the fact that trim line channelizers are required for all TCP's regardless of daytime or nighttime operations. Cones will not be allowed for use on this contract.**

2.0 Plan Types.

2.1 Single Lane Closure. A single lane closure shall be performed by furnishing, installing, and removing the following set of traffic control devices:

2 each	Road Work Ahead
2 each	Right (Left) Lane Closed Ahead
2 each	Reduced Speed Limit Ahead (Symbol)
1 each	Right (Left) Lane Closed
1 each	Merge with Right (Left) Arrow
2 each	Speed Limit XX MPH

2 each	Work Zone (Plaque)
14 each	Directional Indicator Barricade
30 each	Channelizer (Trim Line)
2 each	Flashing Arrow Panel (One Truck Mount for TMA)
1 each	Truck Mounted Attenuator
1 each	Changeable Message Sign (Contractor Furnished / Retained)

2.2 Ramp Closure. The contractor shall obtain approval from the engineer a minimum of five days prior to any ramp closure. A ramp closure shall be performed by furnishing, installing, and removing the following set of traffic control devices:

2 each	Road Work Ahead
2 each	Ramp Closed Ahead
2 each	Reduced Speed Limit Ahead (Symbol)
2 each	Detour Ahead
2 each	Speed Limit XX MPH
2 each	Work Zone (Plaque)
1 each	Road Closed
2 each	Speed Limit XX (Normal Speed)
14 each	Directional Indicator Barricade
40 each	Channelizer (Trim Line)
2 each	Flashing Arrow Panel (One Truck Mount for TMA)
1 each	Truck Mounted Attenuator
2 each	Changeable Message Sign (Contractor Furnished / Retained)

2.3 Partial Ramp Closure. A partial ramp closure shall be performed by furnishing, installing, and removing the following set of traffic control devices:

1 each	Ramp Work Ahead
1 each	Ramp Narrows
1 each	Speed Limit XX MPH
2 each	Work Zone (Plaque)
14 each	Directional Indicator Barricade
40 each	Channelizer (Trim Line)
1 each	Flashing Arrow Panel (One Truck Mount for TMA)
1 each	Truck Mounted Attenuator
1 each	Changeable Message Sign (Contractor Furnished / Retained)

2.4 Entrance Ramp Area Mainline Work. Entrance Ramp Area Mainline Work shall be performed by furnishing, installing, and removing the following set of traffic control devices:

3 each	Road Work Ahead
2 each	Right (Left) Lane Closed Ahead
1 each	Right (Left) Lane Closed
1 each	Merge
1 each	Ramp Narrows
14 each	Directional Indicator Barricade
50 each	Channelizer (Trim Line)
2 each	Flashing Arrow Panel (One Truck Mount for TMA)

- 1 each Truck Mounted Attenuator
- 1 each Changeable Message Sign (Contractor Furnished / Retained)

2.5 Entrance Ramp Area Acceleration Lane Work. Entrance Ramp Area Acceleration Work shall be performed by furnishing, installing, and removing the following set of traffic control devices:

- 3 each Road Work Ahead
- 2 each Right (Left) Lane Closed Ahead
- 1 each Right (Left) Lane Closed
- 1 each Merge
- 1 each Ramp Narrows
- 1 each Yield
- 1 each Yield Ahead (Symbol)
- 1 each Merge Traffic (Symbol)
- 14 each Directional Indicator Barricade
- 50 each Channelizer (Trim Line)
- 2 each Flashing Arrow Panel (One Truck Mount for TMA)
- 1 each Truck Mounted Attenuator
- 1 each Changeable Message Sign (Contractor Furnished / Retained)

2.6 Exit Ramp Area Deceleration/Mainline Lane Work. Exit Ramp Area Deceleration/Mainline Work shall be performed by furnishing, installing, and removing the following set of traffic control devices:

- 2 each Road Work Ahead
- 2 each Right (Left) Lane Closed Ahead
- 1 each Right (Left) Lane Closed
- 1 each Merge
- 1 each Ramp Narrows
- 1 each Exit
- 14 each Directional Indicator Barricade
- 50 each Channelizer (Trim Line)
- 2 each Flashing Arrow Panel (One Truck Mount for TMA)
- 1 each Truck Mounted Attenuator
- 1 each Changeable Message Sign (Contractor Furnished / Retained)

2.7 One-Lane Two-Way Operation with Flaggers. A minimum of two flaggers will be required to direct traffic. Additional flaggers may be required when working at intersecting streets or ramps as directed by the engineer. No direct payment will be made for flaggers. "One-Lane Two-Way Operation with Flaggers", shall include furnishing, installing, and removing the following set of traffic control devices as shown on the plans:

- 2 each Road Work Ahead
- 2 each One Lane Road Ahead
- 2 each Be Prepared To Stop
- 2 each Flagger (Symbol)

3.0 Additional Traffic Control Devices. The engineer may determine that signs and

channelizers, in addition to those devices shown in the plans are necessary to safely accommodate traffic. These additional devices may be needed for merging ramp traffic, detours, or other special cases to supplement the specified lane closure devices. The contract provides a fixed cost for any additional traffic control items.

4.0 Flaggers. Flaggers may be required when working at intersecting streets or ramps as directed by the engineer. No direct payment will be made for flaggers.

5.0 Temporary Traffic Control Single Lane Shift. When a Single Lane Closure is used for work on a divided highway, and repairs are necessary in both the right and left lanes within the same log mile range and direction, payment for the Temporary Traffic Control Single Lane Shift shall be paid for at the fixed unit price.

6.0 Method of Measurement and Basis of Payment.

6.1 Measurement will be made per each set-up made within the term of the Job Order. A set-up is defined as each installation and removal of traffic control devices at a specific work site. The accepted quantity of each set-up will be paid for at the fixed unit price for:

Item 616-99.02	Single Lane Closure	Each
Item 616-99.02	Temporary Traffic Control Single Lane Shift	Each
Item 616-99.02	Ramp Closure	Each
Item 616-99.02	Partial Ramp Closure	Each
Item 616-99.02	Entrance Ramp Area, Mainline Work	Each
Item 616-99.02	Entrance Ramp Area, Accel Lane Work	Each
Item 616-99.02	Exit Ramp Area, Mainline/Decel Lane Work	Each
Item 616-99.02	One-Lane Two-Way Operation with Flaggers	Each

multiplied by the Adjustment Factor, as mutually agreed upon in the Job Order.

6.2 Measurement of additional traffic control devices will be made per each set-up made within the term of the Job Order. Payment for the devices shall include furnishing, installing, and removing the additional devices at a specific work site. No payment will be made for additional devices used by the contractor without prior approval of the engineer. The accepted quantity of additional traffic control devices will be paid for in accordance with the fixed unit price list, multiplied by the Adjustment Factor, as mutually agreed upon in the Job Order.

V. Work Plan and Schedule for Accomplishing Work

Delete Sec 108.4 through 108.4.4 and substitute the following:

108.4 Work Plan and Schedule. Prior to or at the preconstruction conference, the contractor shall provide a proposed work plan and typical schedule for accomplishing both normal and first priority work. The work plan shall include a written list of equipment and personnel that the contractor intends to use in executing the work.

108.4.1 The work plan will be reviewed by the Engineer to determine in general if adequate personnel and equipment appear to be available to complete the work within the required number of calendar days. If the Engineer determines the work plan is inadequate, the Engineer

and contractor shall meet for a joint review of the plan to correct and adjust the plan and schedule as necessary. A revised work plan and schedule shall be provided by the contractor prior to commencing the work.

108.4.2 If multiple job orders are issued with overlapping completion periods, the priority of the work will be jointly determined by the Engineer and the contractor, with final approval of the work plan by the Engineer. The work schedule and work priorities will be determined by the needs of the Commission and not the contractor's convenience of work location.

108.4.3 No direct payment will be made for furnishing the work plan or revisions.

108.4.4 The contractor shall determine the most feasible work plan and schedule consistent with the requirements of the contract. The Engineer's approval of contractor's work plan is not intended to be acknowledgment or representation that it is reasonable or will accomplish the work within a particular time or at a particular cost.

W. Emergency Provisions and Incident Management

1.0 The contractor shall have communication equipment on the construction site or immediate access to other communication systems to request assistance from the police or other emergency agencies for incident management. In case of traffic accidents or the need for police to direct or restore traffic flow through the job site, the contractor shall notify police or other emergency agencies immediately as needed. MoDOT customer service shall also be notified when the contractor requests emergency assistance.

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

Missouri Highway Patrol	(314) 340-4000
MoDOT Customer Service (24 hr.)	(888) 275-6636
MoDOT SL Transportation Management Center	(314) 275-1513
MoDOT Gateway Guide	(314) 275-1511
Franklin County Sheriff's Office	(636) 583-2560
Jefferson County Sheriff's Office	(636) 797-5000

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 police agency.

2.2 The contractor shall notify 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 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.

X. Utilities

1.0 It is the inherent risk of the work under this contract that the contractor may encounter utilities above and/or below the ground or in the vicinity of any given job order which may interfere with their operations. The contractor expressly acknowledges and assumes this risk even though the nature and extent is unknown to both the contractor and the Commission at the time of bidding and award of the contract. The effect in cost or time of the presence of utilities above, below or in the vicinity of the contractor's work under this contract shall not be compensable.

Y. Delay Provisions

1.0 If the contractor is delayed in the commencement, prosecution or completion of the work by any act of the Commission, or by any cause beyond the contractor's control, then the contractor will be entitled to an extension of time. If the contractor is delayed or prevented from working on a particular date as a result of a delay, error or omission of the Commission, and the contractor incurs unavoidable labor costs as a direct result thereof because the contractor did not have enough time to cancel or divert its labor force, then the contractor will be reimbursed for such costs. For each worker so paid, the contractor will be reimbursed the amount paid the worker. Also, the contractor will be reimbursed for construction tasks required as a direct result of such delay, error or omission, such as closing off areas of work. No other costs shall be paid as a result of a delay or late cancellation.

Z. Mobilization

Delete Sec 618.2 and substitute the following:

618.2 No direct payment will be made for mobilization. All costs for mobilization shall be considered included in the cost of the individual contract pay items included in the contract.

AA. Sample Job Order

1.0 The following is an example Job Order intended to be an illustration that may be used as a guide for formulating the bid of the Adjustment Factor. For each example Job Order, the appropriate items that would be used and the quantities are computed based upon the sample work that would be completed in the Job Order. The contractor shall be reminded this is a Job Order sample and the quantity totals in actual Job Orders, if issued, may be more or less than that depicted below or be totally different from the samples illustrated.

1.1 Job Order Sample 1: Damaged Guardrail repair location does not have significant daytime peak hour ADT and will only require shoulder closure.

Item Description	Fixed Unit Price	Quantity	Price
Misc. Shoulder Work – Undivided Roadways	\$250.00	1	\$250.00
Misc. R&R 12.5' W-Beam Panel (Type A GR)	\$162.00	1	\$162.00
Misc. Realign & Use Exist Post Type A, E, or MGS GR	\$25.00	3	\$75.00
Misc. R&R GR Delineator 1 Side or 2 Side	\$12.00	1	\$12.00
		Subtotal:	\$499.00
Adjustment Factor	1.150		
		TOTAL:	\$573.85

BB. Supplemental Revisions JSP-18-01FF

- 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.

- 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.

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

15.0 Bidder's List Quote Summary. MoDOT is a recipient of federal funds and is required by 49 CFR 26.11 to provide data about its DBE program. All bidders who seek to work on federally assisted contracts must submit data about all DBE and non-DBEs in accordance with Sec 102.7.9. MoDOT will not compare the submitted Bidder's List Quote Summary to any other documents or submittals, pre or post award. All information will be used by MoDOT in accordance with 49 CFR 26.11 for reporting to USDOT and to aid in overall DBE goal setting.

- **Add Sec 102.7.9 to include the following:**

102.7.9 Bidder's List Quote Summary. Each bidder shall submit with each bid a summary of all subcontractors, suppliers, manufacturers, and truckers considered on federally funded projects pursuant to 49 CFR 26.11. The bidder will provide the firm's name, the corresponding North American Industry Classification System (NAICS) code(s) the firm(s) were considered for, and whether or not they were used in the bid. The information submitted should be the most complete information available at the time of bid. The information shall be disclosed on the Bidder's List Quote Summary form provided in the bidding documents and submitted in accordance with Sec 102.10. Failure to disclose this information may result in a bid being declared irregular.

CC. Guardrail and End Terminal Repair and Replacement

1.0 Description. This work shall consist of all labor, equipment, and materials to remove, install, repair, and replace guardrail, crashworthy end terminals, and related appurtenances as specified in the job order or as directed by the Engineer. All work shall comply with Secs 202 and 606 except as herein modified.

2.0 Materials. All guardrail materials shall conform to Division 1000, Materials Details, and specifically Sec 1040. All materials shall be new unless otherwise approved by the Engineer or otherwise allowed by these specifications.

2.1 Replacement materials and components for proprietary crashworthy end terminals shall conform to the manufacturers latest approved design. All replacement components shall be from the original equipment manufacturer unless approved by the Engineer. The contractor shall provide manufacturer certification that the replacement components furnished, when properly installed by the contractor, will reestablish or exceed the original capabilities of the end

terminal.

2.2 All materials intended for use in this contract shall be stored in a dedicated location on the contractor's property and shall be inspected and approved by the Engineer prior to use.

3.0 Construction Requirements.

3.1 Removal and Replacement of Individual Major Components. If the job order designates a contract pay item that includes the term "remove and replace", the contractor shall remove the described existing component, material, hardware, or other appurtenance, in whole or in part, as designated in the job order or as directed by the Engineer. The major components to be removed will be marked with paint or ribbon or other method convenient to the Engineer.

3.1.1 The contractor shall furnish and install the described major replacement component and any incidental items necessary to provide a fully functional system. Replacement components designated in the job order may not be of the same size or material as those removed. Some items designated for replacement may be damaged and not reusable. Other items designated for replacement may not meet current Commission standards and policies. The Engineer will determine the actual items to be replaced.

3.1.2 Unless otherwise directed by the Engineer, the contractor shall reuse any undamaged major components salvaged from the damaged guardrail system or appurtenance in order to provide a fully functional system. All end terminals on major routes and damaged end terminals on minor routes, shall be replaced with approved MASH end terminals. Undamaged NCHRP 350 end terminals on minor routes may be used in place with the approval of the Engineer. Minor components, such as nuts and bolts, may only be reused after inspection and approval by the Engineer. Reused nuts and bolts shall only be used with salvaged major components. All new major components shall use new nuts, bolts, and other miscellaneous minor components.

3.2 Removal of Entire Guardrail System and/or Terminal. If the Engineer determines an existing guardrail, end anchor, bridge anchor section, turndown terminal, crashworthy terminal or other related appurtenance has been significantly damaged and/or the damaged guardrail system does not comply with current Commission standards or policies, the guardrail system and/or terminal shall be removed as designated in the job order or as directed by the Engineer.

3.2.1 Unless otherwise designated by the Engineer for salvage by the Commission, all materials removed shall become the property of the contractor and shall be removed from the right of way and properly disposed of.

3.2.2 If the system designated for removal includes a concrete pad, all hardware protruding above the surface of the pad shall be removed or otherwise cut off flush with the surface of the anchor. The concrete pad shall be abandoned in place unless otherwise directed by the Engineer.

3.3 Installation of New Guardrail System and/or Crashworthy Terminal. If the job order designates a contract pay item for new guard rail, bridge anchor, transition section, end anchor, crashworthy end terminal, or other appurtenance the contractor shall furnish and place the designated item complete in place. The new system and/or terminal shall be installed at the location designated by the Engineer.

3.4 Realigning Posts. Posts which are out of alignment but otherwise undamaged will be designated for realignment. The contractor shall realign and plumb the designated posts. After realignment, any voids around the post shall be securely backfilled with a cohesive soil, or a sand meeting the gradation requirements of Sec 1005.3.5, and thoroughly tamped.

3.5 Driving Replacement Posts and Foundation Tubes. When a replacement post or foundation tube is placed in the same hole as a removed damaged post or tube, the contractor shall first securely backfill the hole with a cohesive soil, or a sand meeting the requirements of Sec 1005.3.5, and thoroughly tamp the soil before driving the replacement post or tube.

3.6 Re-tensioning Guardrail System. After replacement of all necessary components, the anchor hardware (cable, bolts, bearing plates, etc.) for all end anchors and end terminals shall be re-tensioned such that the anchor is tightly connected to the guardrail beam and bearing plate is properly aligned to ensure the proper tension in the guardrail system and so that the finished installation presents an appearance satisfactory to the Engineer. Anchor systems for end terminals shall be tensioned in accordance with the manufacturer's recommendations. Following tensioning, all clamps, bolts and other required hardware shall be completely tightened.

3.7 Reflective Sheeting on End Terminals. On new or repaired/replaced crashworthy end terminals located 12 feet or less from the edge of the traveled way, the contractor shall furnish and install black/yellow reflective sheeting or other marking as directed by the Engineer. The reflective sheeting size, shape, method of attachment and placement shall be approved by the Engineer prior to installation. Reflective sheeting installed on new end terminals is included in the cost of the end terminal.

3.8 Guardrail Block. Current Commission standards require the use of 8" x 6" x 14" or 21" wood or plastic guardrail blocks for new guardrail installations. Former standards allowed use of 6" x 6" x 14" or 21" blocks. For those locations requiring replacement of only the block and not the post, minor adjustments to the alignment of the existing guardrail posts or guardrail panels may be required to accommodate the 8" block.

3.9 Guardrail Delineators. Guardrail locations that require removal and replacement of existing damaged or missing delineators will be specified on the job order. The job order will designate the number of retro-reflective one-sided and two-sided delineators and will designate the color of the replacement delineators. Delineators installed on new rail or end terminals are included in the cost of the rail or end terminal.

3.10 Additional Work. If additional major components or pay items beyond those specified in the job order are needed to properly perform the work, the contractor shall contact the Engineer for authorization to proceed with the additional work. Any work performed without authorization of the Engineer will be at the contractor's expense.

4.0 Method of Measurement.

4.1 Measurement of existing guardrail, end anchor, bridge anchor, Type A crashworthy terminal, and turndown terminal removal will be made to the nearest foot from center of first post to center of last post.

- 4.2 Measurement of existing Type B crashworthy terminal removal will be made per each.
- 4.3 Measurement of removed and replaced guardrail and end terminal repair components will be made per each.
- 4.4 Measurement of realigned posts will be made per each.
- 4.5 Measurement of re-tensioning guardrail will be made per each complete section of guardrail re-tensioned between the two anchors.
- 4.6 Measurement of replacement reflective sheeting on end terminals will be made per each. No measurement or payment will be made for reflective sheeting installed on new end terminals.
- 4.7 Measurement of removal of extruded guardrail beam from an extruder and reuse of the extruder will be made per each.
- 4.8 Measurement of removed and replaced guardrail delineators will be made per each. Tabulation of delineators with one-sided retro-reflective sheeting and two-sided sheeting will be made combined for measurement and payment.

5.0 Basis of Payment.

5.1 The accepted quantity of removed guardrail, end anchor, bridge anchor, Type A crashworthy terminal, or turndown terminal will be paid for at the contract unit price for:

Item 202-99.03	Remove Guardrail Includes Turndown and Type A Crashworthy Terminals	Linear Foot
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5.1.1 Payment will be considered full compensation for all labor and equipment necessary to completely remove the guardrail system.

5.2 The accepted quantity of removed Type B crashworthy terminals will be paid for at the contract unit price for:

Item 202-99.02	Remove Complete Type B Crashworthy Terminal	Each
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5.2.1 Payment will be considered full compensation for all labor and equipment necessary to completely remove the terminal system.

5.3 The accepted quantities of removed and replaced guardrail and terminal repair components will be paid for at the contract unit price for each of the pay items included in the contract. Payment will be considered full compensation for all labor, equipment, and material necessary to remove the existing component, furnish a new replacement component, and install the component. No direct payment will be made for removing or reinstalling any reused undamaged components necessary to provide a fully functional system.

5.4 The accepted quantity of realigned posts will be paid for at the contract unit price for:

Item 606-99.02	Realign and Use Existing Post, Type A, E, or MGS Guardrail	Each
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5.4.1 Payment will be considered full compensation for all labor, equipment, and material, including any required backfill, necessary to realign and plumb an existing post.

5.5 The accepted quantity of re-tensioned guardrail system will be paid for at the contract unit price for:

Item 606-99.02	Re-tension Guardrail System	Each
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5.5.1 Payment will be considered full compensation for all labor, equipment, and material necessary for re-tensioning an entire run of guardrail between two anchors.

5.6 The accepted quantity of reflective sheeting on end terminals will be paid for at the contract unit price for:

Item 606-99.02	New or R&R Reflective Sheeting on End Terminal (Universal)	Each
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5.6.1 Payment will be considered full compensation for all labor, equipment, and material necessary to furnish and install the reflective sheeting on end terminals.

5.7 The accepted quantity of removal of extruded guardrail beam from an extruder and reuse of the extruder will be paid for at the contract unit price for:

Item 606-99.02	Remove Extruded Guardrail and Reuse Existing Extruder (ET)	Each
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5.7.1 Payment will be considered full compensation for all labor, equipment, and material necessary to remove extruded guardrail beam from an existing extruder and reuse of the extruder on the repaired end terminal. No additional payment will be made if the contractor elects to furnish a new or used replacement extruder.

5.8 The accepted quantity of removed and replaced guardrail delineators will be paid for at the contract unit price for:

Item 606-99.02	R&R Guardrail Delineator Retro-reflective One-side or Two-side	Each
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5.8.1 Payment will be considered full compensation for all labor, equipment, and material necessary to remove, furnish, and install a guardrail delineator.

DD. Definition of Special "99 Number" Pay Items

1.0 The contract contains a large number of special "99-number" pay items. The Commission's automated bidding system is limited by the number of characters allowed for each special item description. The following table defines the abbreviated item descriptions. This table also further defines the work required for each of the pay items.

<u>ITEM NO.</u>	<u>ITEM DESCRIPTION</u>
<u>Traffic Control Items</u>	
616-99.02	ADDITIONAL TRUCK MOUNTED ATTENUATOR Provide additional truck mounted attenuator for use in addition to other
616-99.04	ADDITIONAL CONSTRUCTION SIGNS Provide additional construction signs for use in addition to other devices specified in the traffic control plan.
616-99.02	ADDITIONAL FLASHING ARROW PANEL Provide additional flashing arrow panel for use in addition to other devices specified in the traffic control plan.
616-99.02	ADDITIONAL CHANNELIZER (TRIMLINE) Provide additional channelizers for use in addition to other devices specified in the traffic control plan.
616-99.02	ADDITIONAL CHANGEABLE MESSAGE SIGN (CMS CONTRACTOR FURNISHED/RETAINED) Provide additional changeable message sign for use in addition to other devices specified in the traffic control plan.
616-99.02	ADDITIONAL DIRECTIONAL INDICATOR BARRICADE Provide additional directional indicator barricades (DIBS) for use in addition to other devices specified in the traffic control plan.
616-99.02	WORK BEYOND SHOULDER Provide traffic control for work off roadway shoulder, but within clear zone. Not to be used when vehicles are parked on shoulder.
616-99.02	SHOULDER WORK – UNDIVIDED ROADWAYS Provide traffic control for work on shoulder or vehicles parked on shoulder.
616-99.02	LEFT SHOULDER WORK – HIGH SPEED ROADWAY Provide traffic control for work on left shoulder or vehicles parked on left shoulder of a high speed roadway as designated by the Engineer.
616-99.02	RIGHT SHOULDER WORK – HIGH SPEED ROADWAY Provide traffic control for work on right shoulder or vehicles parked on right shoulder of a high speed roadway as designated by the engineer.

- 616-99.02 1-LANE 2-WAY OPERATION W/FLAGGERS
Provide traffic control for one lane, two way operations on non-divided two lane pavement, using two flaggers.
- 616-99.02 SINGLE LANE CLOSURE
Provide traffic control closing one lane, left or right, on a divided highway.
- 616-99.02 PARTIAL RAMP CLOSURE
Provide traffic control for partial ramp closure.
- 616-99.02 COMPLETE RAMP CLOSURE
Provide traffic control for complete ramp closure.
- 616-99.02 ENTRANCE RAMP AREA, MAINLINE WORK
Provide traffic control within an entrance ramp area closing one lane on a divided highway; work is along mainline.
- 616-99.02 ENTRANCE RAMP AREA, ACCEL LANE WORK
Provide traffic control within an entrance ramp area closing one lane on a divided highway. Work is along acceleration lane.
- 616-99.02 EXIT RAMP AREA, MAINLINE/DECEL LANE WORK
Provide traffic control within an exit ramp area closing one lane on a divided highway. Work is along mainline or deceleration lane.
- 616-99.02 SEQUENTIAL FLASHING WARNING LIGHT
Provide traffic control with sequential flashing warning light.

New Guardrail Installation Items

- 202-99.02 TYPE A OR B TERMINAL REMOVAL
Remove existing complete Type A or B crashworthy end terminal.
- 202-99.03 REMOVED GUARDRAIL
Remove existing complete guardrail. Item also includes existing turndown end treatments.
- 214-99.10 GRADING FOR CRASHWORTHY END TERMINAL
Furnish and place rocky fill material for end terminal installation.
- 606-01.10 BULLNOSE GUARDRAIL SYSTEM
Furnish and install Bullnose Guardrail System.
- 606-10.10 GUARDRAIL TYPE A
Furnish and install Type A Guardrail.
- 606-10.11A GUARDRAIL TYPE A, 7 FT. POST, 3 FT. – 1.5 IN. SPACING
Furnish and install Type A Guardrail with 7' post, 3'-1 1/2" spacing.

- 606-99.02 INSTALL POST IN SOLID ROCK OR CONC, 6 OR 7' (TYPE A, E OR MGS)
Install 6' or 7' guardrail post in solid rock or through concrete for Type A, E or MGS guardrail. Pay item is in addition to normal pay item for new guardrail or for normal pay item to remove and replace a 6' or 7' type A or E guardrail post.
- 606-99.02 FLARED TYPE A CRASHWORTHY END TERMINAL
Furnish and install flared Type A crashworthy end terminal.
- 606-10.50 GUARDRAIL TYPE E, 6FT. POSTS, 3 FT. – 1.5 IN. SPACING
Furnish and install Type E Guardrail with 6' post having 3'-1.5" spacing.
- 606-10.51 GUARDRAIL TYPE E, 7FT. POSTS
Furnish and install Type E Guardrail with 7' post.
- 606-10.54 GUARDRAIL TYPE E, 6FT. POSTS, 6 FT. – 3 IN. SPACING
Furnish and install Type E Guardrail with 6' post having 6'-3" spacing.
- 606-10.60 GUARDRAIL, MGS
Furnish and install Midwest Guardrail System guardrail.
- 606-10.61 GUARDRAIL, MGS, 8FT., 6 FT. – 3 IN. SPACING
Furnish and install Midwest Guardrail System guardrail with 8' post with 6'-3" spacing.
- 606-10.63 MGS GUARDRAIL, 6FT. POSTS, 3 FT. – 1.5 IN. SPACING
Furnish and install Midwest Guardrail System guardrail with 6' post having 3'-1 ½" spacing.
- 606-10.65 MGS GUARDRAIL, 6FT. POSTS, 1 FT. – 6.75 IN. SPACING
Furnish and install Midwest Guardrail System guardrail with 6' post having 1'-6.75" spacing.
- 606-10.67 MGS DOUBLE FACED GUARDRAIL
Furnish and install Midwest Guardrail System double-faced guardrail.
- 606-10.68 MGS BRIDGE APPROACH TRANSITION SECTION (MAJOR ROUTE)
Furnish and install Midwest Guardrail System bridge approach transition section on a Major Route.
- 606-10.69 MGS BRIDGE APPROACH TRANSITION SECTION (MINOR ROUTE)
Furnish and install Midwest Guardrail System bridge approach transition section on a Minor Route.
- 606-10.70 MGS VERTICAL CONCRETE BARRIER TRANSITION
Furnish and install Midwest Guardrail System vertical concrete barrier transition.

- 606-10.74 MGS HEIGHT AND BLOCK TRANSITION SECTION
Furnish and install Midwest Guardrail System height and block transition section.
- 606-10.75 MGS LONG SPAN GUARDRAIL SECTION
Furnish and install Midwest Guardrail System long span guardrail section.
- 606-10.80 MGS END ANCHOR
Furnish and install Midwest Guardrail System end anchor.
- 606-10.81 MGS BRIDGE ANCHOR SECTION (THRIE-BEAM BRIDGE)
Furnish and install Midwest Guardrail System Thrie Beam bridge anchor section.
- 606-22.00A BRIDGE ANCHOR SECTION, 6.5 FT. POSTS (SAFETY BARRIER CURB)(ROADWAY AND REHABILITATION WORK ONLY)
Furnish and install bridge anchor section with 6' 6" ft. posts for only roadway and rehabilitation work.
- 606-22.00A BRIDGE ANCHOR SECTION, 7.5 FT. POSTS (SAFETY BARRIER CURB)(ROADWAY AND REHABILITATION WORK ONLY)
Furnish and install bridge anchor section with 7' 6" ft. posts for only roadway and rehabilitation work.
- 606-99.02 MGS TRANSITION SECTION, 6 FT. POSTS
Furnish and install Midwest Guardrail System transition section with 6' posts.
- 606-23.00A TRANSITION SECTION, 6.5 FT. POSTS
Furnish and install guardrail transition section with 6' 6" posts.
- 606-23.01A TRANSITION SECTION, 7.5 FT. POSTS
Furnish and install guardrail transition section with 7' 6" posts.
- 606-23.03 ASYMMETRICAL TRANSITION SECTION, 6.5 FT. POSTS
Furnish and install asymmetrical guardrail transition section with 6' 6" posts.
- 606-23.04 ASYMMETRICAL TRANSITION SECTION, 7.5 FT. POSTS
Furnish and install asymmetrical guardrail transition section with 7' 6" posts.
- 606-24.00 BRIDGE ANCHOR SECTION (THRIE BEAM)
Furnish and install Thrie Beam bridge anchor section.
- 606-30.00 TERMINAL SECTION – GUARDRAIL
Furnish and install terminal section for guardrail.

- 606-30.14 TYPE A CRASHWORTHY END TERMINAL (MASH)
Furnish and install MASH Type A crashworthy end terminal.
- 606-30.16 TYPE B CRASHWORTHY END TERMINAL
Furnish and install Type B crashworthy end terminal.
- 606-66.10 END ANCHOR
Furnish and install end anchor.
- 606-66.20 GUARDRAIL ANCHOR, EMBEDDED
Furnish and install embedded guardrail anchor.
- 606-66.30 GUARDRAIL ANCHOR, ROCK FACE
Furnish and install Guardrail Anchor, Rock Face.

Guardrail Repair Items

- 606-99.02 R&R 12.5' W-BEAM PANEL (TYPE A GR)
Remove and replace 12'-6" Type A guardrail beam.
- 606-99.02 R&R 12.5' W-BEAM PANEL (MGS)
Remove and replace 12'-6" Midwest Guardrail System guardrail beam.
- 606-99.02 R&R 12.5' THRIE BEAM RAIL TY E GR
Remove and replace 12'-6" thrie beam rail for Type E guardrail.
- 606-99.02 R&R END ANCHOR RAIL
Remove and replace end anchor rail section.
- 606-99.02 R&R MGS END ANCHOR
Remove and replace Midwest Guardrail System end anchor.
- 606-99.02 R&R 72" FOUNDATION TUBE W/O SOIL PLATE (MGS)
Remove and replace Midwest Guardrail System end anchor system foundation tube with or without soil plate.
- 606-99.02 R&R 46" WOOD POST IN FOUNDATION TUBE (MGS)
Remove and replace Midwest Guardrail System end anchor system wood post in foundation tube.
- 606-99.02 R&R CABLE ASSY W/PIPE, PLATE & ANCHOR (MGS)
Remove and replace Midwest Guardrail System end anchor cable assembly with pipe, plate and anchor.
- 606-99.02 R&R MGS END ANCHOR CABLE ASSEMBLY
Remove and replace Midwest Guardrail System end anchor cable assembly.
- 606-99.02 R&R PARTS FOR END SECTION

Remove and replace parts for end section.

- 606-99.02 R&R 25' W-BEAM PANEL (TYPE A GR)
Remove and replace 25' W-beam guardrail panel for Type A guardrail.
Existing panels may be 12.5' long.
- 606-99.02 R&R 25' W-BEAM PANEL (MGS)
Remove and replace 25' W-beam guardrail panel for Midwest Guardrail System guardrail. Existing panels may be 12.5' long.
- 606-99.02 R&R 6.25' THRIE BEAM PANEL (MGS)
Remove and replace 6.25' Thrie beam guardrail panel for Midwest Guardrail System guardrail.
- 606-99.02 R&R 18.75' THRIE BEAM PANEL (MGS)
Remove and replace 18.75' Thrie beam guardrail panel for Midwest Guardrail System guardrail.
- 606-99.02 R&R 25' THRIE BEAM PANEL (TYPE E GR)
Remove and replace 25' Thrie beam guardrail panel for Type E guardrail.
Existing panels may be 12'-6" long.
- 606-99.02 R&R 25' THRIE BEAM PANEL (MGS)
Remove and replace 25' Thrie beam guardrail panel for Midwest Guardrail System guardrail. Existing panels may be 12'-6" long.
- 606-99.02 R&R 6.25' TYPE A TO TYPE E TRANSITION BEAM
Remove and replace 6.25' transition section beam for Type A to Type E transition.
- 606-99.02 R&R 12.5' END ANCHOR PANEL
Remove and replace 12.5' end anchor W-beam panel. Existing beam may be shorter.
- 606-99.02 R&R 12.5' MGS END ANCHOR PANEL
Remove and replace Midwest Guardrail System 12.5' end anchor panel.
- 606-99.02 R&R 12.5' BEAM, CONC/CONVEX RADIUS, TY A
Remove and replace 12'-6" Type A guardrail beam with a concave or convex radius beam.
- 606-99.02 R&R 12.5' BEAM, CONC/CONVEX RADIUS, MGS
Remove and replace 12'-6" Midwest Guardrail System guardrail beam with a concave or convex radius beam.
- 606-99.02 R&R 12.5' BEAM 10 GA. (TYPE E GR)
Remove and replace 12'-6", 10 gage, Type E guardrail beam.
- 606-99.02 R&R STEEL POST, 6' MGS

- Remove and replace 6' steel guardrail post for MGS guardrail.
- 606-99.02 R&R STEEL POST, 6' TYPE A OR MGS GR
Remove and replace 6' steel guardrail post for Type A or MGS guardrail.
- 606-99.02 R&R STEEL POST 6', TY E GR
Remove and replace 6' steel guardrail post for Type E guardrail.
- 606-99.02 R&R STEEL POST 7' (TY A GR)
Remove and replace 7' steel post for Type A guardrail.
- 606-99.02 R&R STEEL POST 7' (TY E GR)
Remove and replace 7' steel post for Type E guardrail.
- 606-99.02 R&R WOOD POST 6' (TY A GR)
Remove and replace 6' wood post for Type A guardrail.
- 606-99.02 R&R WOOD POST 7' (TY A GR)
Remove and replace 7' wood post for Type A guardrail.
- 606-99.02 R&R STEEL POST 8' MGS
Remove and replace 8' steel guardrail post for MGS guardrail.
- 606-99.02 REALIGN & USE EXIST POST TY A OR E OR MGS GR
Realign and reuse existing guardrail post for Type A or E or MGS guardrail.
- 606-99.02 R&R WOOD/PLASTIC BLOCK 8X6X14 TY A GR
Remove and replace wood or plastic post block, 8" x 6" x 14" for Type A guardrail.
- 606-99.02 R&R WOOD/PLASTIC BLOCK 8X6X14 MGS
Remove and replace wood or plastic post block, 8" x 6" x 14" for Midwest Guardrail System guardrail.
- 606-99.02 R&R WOOD/PLASTIC BLOCK 12X6X14 MGS
Remove and replace wood or plastic post block, 12" x 6" x 14" for Midwest Guardrail System guardrail.
- 606-99.02 R&R WOOD BLOCK 8X6X17 TRANSITION SECTION
Remove and replace wood or plastic post block, 8" x 6" x 17" for Type A to Type E transition section.
- 606-99.02 R&R WOOD BLOCK 12X6X19 TRANSITION SECTION
Remove and replace wood or plastic post block, 12" x 6" x 19".
- 606-99.02 R&R MGS HEIGHT AND BLOCK TRANSITION SECTION
Remove and replace Midwest Guardrail System height and block transition section.

- 606-99.02 RE-TENSION GUARDRAIL SYSTEM
Re-tension anchor hardware for all end anchors and end terminals.
- 606-99.02 R&R STEEL SPACER BLOCK (TYPE A GR)
Remove and replace steel spacer block for Type A guardrail.
- 606-99.02 R&R STEEL BLOCKOUT FOR RADIUS RAIL
Remove and replace steel blockout for radius rail.
- 606-99.02 R&R WOOD/PLASTIC BLOCK 8X6X21 TY E GR
Remove and replace wood or plastic post block, 8" x 6" x 21" for Type E guardrail.
- 606-99.02 R&R STEEL TUBE BLOCK 7X4 BR ANCH
Remove and replace structural steel tubing block, 7" x 4" x 3/16" for bridge anchor section.
- 606-99.02 R&R END SEC (SHOE) TY A GR
Remove and replace guardrail end section (also called a shoe) for Type A guardrail.
- 606-99.02 R&R TERMINAL CONNECTOR TY A OR MGS GR
Remove and replace terminal connector for Type A or MGS guardrail.
- 606-99.02 R&R TERMINAL CONNECTOR, TYPE E OR MGS GR
Remove and replace thrie beam terminal connector for Type E or MGS guardrail.
- 606-99.02 R&R GR DELINEATOR 1 SIDE OR 2 SIDE
Remove and replace existing reflective guardrail delineator (includes both 1 and 2 sided). Color will be as specified in Sec 606.10.

End Terminal Repair Items

- 606-99.02 NEW OR R&R REFLECTIVE SHEETING ON END TERMINAL
Install black/yellow reflective sheeting on new crashworthy end terminal Head or remove and replace on existing head.
- 606-99.02 R&R NEW IMPACT HEAD (MSKT)
Remove and replace impact head with a new impact head for MSKT crashworthy end terminal.
- 606-99.02 REM EXT GR & REUSE EXIST IMPACT HEAD (MSKT)
Remove extruded guardrail beam from an existing impact head and reuse the undamaged, serviceable impact head on the repaired MSKT crashworthy end terminal. A new or used replacement head in an undamaged, serviceable condition may be furnished to allow removal of the extruded guardrail beam from the original head at the contractor's

shop facilities.

- 606-99.02 R&R 12.5 FT END SECTION 1ST W-BEAM RAIL (MSKT) Remove and replace 1st 12.5' w-beam rail. Rail mst be original manufacturer replacement part.
- 606-99.02 R&R 9.375 FT 2ND SECTION W-BEAM RAIL (MSKT) Remove and replace 2nd 9.375' w-beam rail. Rail must be original manufacturer replacement part.
- 606-99.02 R&R CABLE ASSY W/PIPE, PLATE & ANCH (MSKT) Remove and replace cable assembly including pipe sleeve, bearing plate, and anchor bracket for MSKT crashworthy end terminal.
- 606-99.02 R&R GROUND STRUT (MSKT) Remove and replace a MSKT ground strut.
- 606-99.02 R&R POST #1 HBA TOP (MSKT) Remove and replace #1 HBA top post on MSKT crashworthy end terminal.
- 606-99.02 R&R POST #1 HBA BOTTOM (MSKT)) Remove and replace #1 HBA bottom post on MSKT crashworthy end terminal.
- 606-99.02 R&R POST #2 HBA TOP (MSKT) Remove and replace #2 HBA top post on MSKT crashworthy end terminal.
- 606-99.02 R&R POST #2 HBA BOTTOM (MSKT) Remove and replace #2 HBA bottom post on MSKT crashworthy end terminal.
- 606-99.02 R&R 12/25/3'1.5:3@6'3:3'1.5/S (SOFTSTOP) Remove and replace 12/25/3'1.5:3@6'3:3'1.5/S on SoftStop crashworthy end terminal.
- 606-99.02 R&R 6'0 SYT POST/8.5/31" GR HT (SOFTSTOP) Remove and replace 6'0 SYT post/8.5/31" GR HT on SoftStop crashworthy end terminal.
- 606-99.02 R&R ANCHOR GUARDRAIL 12'-6" (SOFTSTOP) Remove and replace anchor guardrail 12'-6" on SoftStop crashworthy end terminal.
- 606-99.02 R&R ANGLE STRUT (SOFTSTOP) Remove and replace angle strut on SoftStop crashworthy end terminal.
- 606-99.02 R&R STYP#1 8.5# 4'9-1/2 (SOFTSTOP)

- Remove and replace STYP#1 8.5# 4'9-1/2 on SoftStop crashworthy end terminal.
- 606-99.02 R&R ANCHOR POST W6X15#X6' (SOFTSTOP)
Remove and replace anchor post W6X15#X6' on SoftStop crashworthy end terminal.
- 606-99.02 R&R IMPACT HEAD (SOFTSTOP)
Remove and replace impact head on SoftStop crashworthy end terminal.
- 606-99.02 REM EXT GR & REUSE EXIST IMPACT HEAD (SOFTSTOP)
Remove extruded guardrail beam from an existing impact head and reuse the undamaged, serviceable impact head on the repaired SoftStop crashworthy end terminal. A new or used replacement head in an undamaged, serviceable condition may be furnished to allow removal of the extruded guardrail beam from the original head at the contractor's shop facilities.
- 606-99.02 R&R CAN TL3 SS646 (SOFTSTOP)
Remove and replace # CAN TL3 SS646 on SoftStop crashworthy end terminal.
- 606-99.02 R&R SLED WELDMENT (TRACC)
Remove and replace sled weldment on TRACC crashworthy end terminal.
- 606-99.02 R&R SHREDDER (TRACC)
Remove and replace shredder on TRACC crashworthy end terminal.
- 606-99.02 R&R STAGE 2 RIP PLATE 75 IN (TRACC)
Remove and replace stage 2 RIP plate 75" on TRACC crashworthy end terminal.
- 606-99.02 R&R STAGE 3 RIP PLATE 93 IN (TRACC)
Remove and replace stage 3 RIP plate 93" on TRACC crashworthy end terminal.
- 606-99.02 R&R STAGE 3 RIP PLATE (25965G) 87 IN (TRACC)
Remove and replace stage 3 RIP plate (25965G) 87" on TRACC crashworthy end terminal.
- 606-99.02 R&R STAGE 3 RIP PLATE (25966G) 87 IN (TRACC)
Remove and replace stage 3 RIP plate (25966G) 87" on TRACC crashworthy end terminal.
- 606-99.02 R&R 2 BAY FENDER PANEL (TRACC)
Remove and replace 2 bay fender panel on TRACC crashworthy end terminal.

- 606-99.02 R&R NOSEPIECE YELLOW (TRACC)
Remove and replace nosepiece yellow on TRACC crashworthy end terminal.

Bullnose System Repair Items

- 606-99.02 R&R PARTS FOR BULLNOSE SYSTEM
Remove and Replace various parts for Bullnose System
- 606-99.02 R&R 72 IN FOUNDATION TUBE BULLNOSE SYSTEM
Remove and Replace 72 in Foundation Tube for Bullnose System
- 606-99.02 R&R 96 1/16 IN FOUNDATION TUBE BULLNOSE SYSTEM
Remove and Replace 96 1/16 in Foundation Tube for Bullnose System
- 606-99.02 R&R POST #1-2 BULLNOSE SYSTEM
Remove and Replace post #1-2 for Bullnose System
- 606-99.02 R&R POST #3-8 BULLNOSE SYSTEM
Remove and Replace post #3-8 for Bullnose System
- 606-99.02 R&R POST #9-12 BULLNOSE SYSTEM
Remove and Replace post #9-12 for Bullnose System
- 606-99.02 R&R 8X16X14 3/16 TAPERED WOOD BLOCK BULLNOSE SYSTEM
Remove and Replace 8x16x14 3/16 Tapered Wood Block for Bullnose System
- 606-99.02 R&R RAIL SECTION #1 BULLNOSE SYSTEM
Remove and Replace Rail Section #1 for Bullnose System
- 606-99.02 R&R RAIL SECTION #2 BULLNOSE SYSTEM
Remove and Replace Rail Section #2 for Bullnose System
- 606-99.02 R&R RAIL SECTION #3 BULLNOSE SYSTEM
Remove and Replace Rail Section #3 for Bullnose System

EE. Guardrail Compliance Requirements

1.0 Effective July 1, 2016 all new end terminals and end terminal repairs on routes shall be MASH Crashworthy End Terminals.

All new guardrail installations shall use Midwest Guardrail System (MGS) in lieu of Type A Guardrail. For guardrail repairs, Type A or MGS guardrail may be used as determined by the Engineer.

FF. Grading for Crashworthy End Terminal

1.0 Description. This work shall consist of all grading necessary to meet or exceed the Alternate Grading limits for MASH crashworthy End Terminals as shown on Standard Drawing 606.81, including furnishing and placing the fill material and mobilization of equipment. The graded area for the end terminal shall be sloped no greater than 10:1 away from the edge of pavement or shoulder. Grading shall include constructing a 2:1 or flatter slope from the grading limits shown on the standard drawing to the existing slope.

1.1 Grading for Crashworthy End Terminal (GCET) will not be used for locations where the Engineer estimates more than 15 cubic yards of material per end terminal will be required or where constructing a 2:1 or flatter slope from the grading area to the existing slope is deemed to be infeasible. When either of the aforementioned conditions applies, the work is considered beyond the scope of this contract unless both parties agree to a negotiated settlement to proceed with performing the work. The Engineer may also decline to utilize GCET for any other reasons.

1.2 Completion of the GCET work may be done concurrently with the repair of the end terminal or may be postponed by the contractor for a maximum of 30 calendar days from the notice to proceed date specified on the job order. Failure to complete the grading work within the limit specified herein will result in liquidated damages as specified elsewhere in this contract.

2.0 Materials. The fill material used by the contractor shall be rocky in nature, such as crushed stone, base rock, or other granular type material approved by the Engineer. Limestone screenings, sand and other fine materials that are highly erodible shall not be used for fill material. Large rock, not to exceed a maximum nominal size of 8", may be used, but shall be gap-graded to minimize voids. When the size of the rock used exceeds 3" in diameter, all voids in the rock fill shall be filled with granular material of 1" size or less.

2.1 Material shall not be obtained from Commission right of way. Material obtained from a contractor-furnished borrow shall be in accordance with 203.3.

3.0 Construction. The rocky fill material shall be placed in accordance with this provision and as stated herein. Existing vegetative material shall be removed prior to adding fill material. Compactive effort and construction methods shall be performed to the extent that the final 10:1 platform has sufficient stability to support a standard unloaded dump truck without sliding of the material or rutting of the platform in excess of 1" in depth. Proof rolling by the contractor with an unloaded dump truck may be required upon request by the Engineer at no additional cost to the Commission. Benching of the existing slope may be required to ensure the material has a stable foundation to comply with this provision. The final surface of the graded area shall be uniform and true to grade.

4.0 Method of measurement. No final measurement will be made for the volume of material used for GCET. A preliminary estimate of the amount of fill will be made by the Engineer for the purpose of determining if GCET shall be specified. The job order issued by the Engineer will indicate the need for GCET when, in the opinion of the Engineer, the existing terrain at the end terminal does not meet or exceed the alternate grading limits for MASH crashworthy end terminals as shown on Standard Drawing 606.81 and the Engineer estimates the grading work needed to meet the standard will not exceed 15 CY of material.

5.0 Basis of Payment. A lump sum payment will be made for each end terminal that requires GCET, as determined by the Engineer. Payment for this work shall be completely covered by the fixed unit price for GRADING FOR CRASHWORTHY END TERMINAL multiplied by the Adjustment Factor.

5.1 Payment for traffic control will not be duplicated when the contractor performs the GCET work separate from the repair of the end terminal.