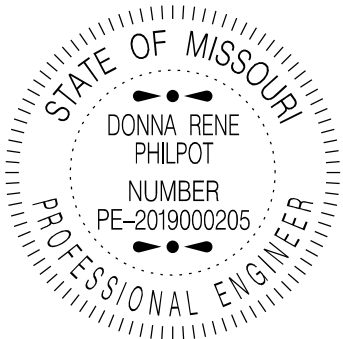


Job No.: JST0161
Route: AD, ZZ, CC, K, BB, M, Y, Z
County: New Madrid, Pemiscot, Dunklin

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

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 Donna Rene Philpot 03/03/2025 5:09:43 PM DONNA RENE PHILPOT - CIVIL MO-PE-2019000205	MISSOURI HIGHWAYS AND TRANSPORTATION COMMISSION 105 W. CAPITOL AVE. JEFFERSON CITY, MO 65102 Phone 1-888-275-6636
	If a seal is present on this sheet, JSP's have been electronically sealed and dated.
	JOB NUMBER: JST0161 NEW MADRID, PEMISCOT, DUNKLIN COUNTY, MO DATE PREPARED: 06/03/2025
	ADDENDUM DATE:
Only the following items of the Job Special Provisions (Roadway) are authenticated by this seal: ALL	

JOB
SPECIAL PROVISION

A. General - State JSP-09-03L

1.0 Description. The Federal Government is not participating in the cost of construction of this project.

1.1 This contract requires payment of the prevailing hourly rate of wages for each craft or type of worker required to execute the contract as determined by the Missouri Department of Labor and Industrial Relations. The current State Wage Rates can be found on the Missouri Department of Transportation web page at www.modot.org under "Doing Business with MoDOT", "Contractor Resources" for the applicable bid opening. This supplemental bidding document has 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.

State Wage Rates

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 2025 Missouri Standard Plans For Highway
Construction

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

B. Contract Liquidated Damages JSP-13-01D

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

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

Notice to Proceed:	December 8, 2025
Contract Completion Date:	November 1, 2026

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

Job No.: JST0161
Route: AD, ZZ, CC, K, BB, M, Y, Z
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Project	Calendar Days	Daily Road User Cost
Route AD	20	\$1800
Route ZZ	20	\$1800
Route CC	20	\$1800
Route K	45	\$1800
Route BB	20	\$1800
Route M	20	\$1800
Route Y	20	\$1800
Route Z	20	\$1800

3.0 Liquidated Damages for Contract Administrative Costs. Should the contractor fail to complete the work on or before the contract completion date specified in Section 2.0, or within the number of calendar days specified in Section 2.1, whichever occurs first, the contractor will be charged contract administrative liquidated damages in accordance with Sec 108.8 in the amount of **\$1500** per calendar day for each calendar day, or partial day thereof, that the work is not fully completed. For projects in combination, these damages will be charged in full for failure to complete one or more projects within the specified contract completion date or calendar days.

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

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

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

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

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

2.0 Traffic Management Schedule.

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

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

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

2.5 Traffic Congestion. The contractor shall, upon approval of the engineer, take proactive measures to reduce traffic congestion in the work zone. The contractor shall immediately implement appropriate mitigation strategies whenever traffic congestion reaches an excess of 10 minutes to prevent congestion from escalating to 15 minute or above threshold. If disruption of the traffic flow occurs and traffic is backed up in queues of 15 minute delays or longer, then the contractor shall immediately review the construction operations which contributed directly to disruption of the traffic flow and make adjustments to the operations to prevent the queues from reoccurring. Traffic delays may be monitored by physical presence on site or by utilizing real-time travel data through the work zone that generate text and/or email notifications where available. The engineer monitoring the work zone may also notify the contractor of delays that require prompt mitigation. The contractor may work with the engineer to determine what other alternative solutions or time periods would be acceptable.

2.5.1 Traffic Safety.

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

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

3.0 Work Hour Restrictions.

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

Memorial Day
Labor Day
Thanksgiving
Christmas
New Year's Day

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

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

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

4.0 Detours and Lane Closures.

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

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

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

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

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

Job No.: JST0161
Route: AD, ZZ, CC, K, BB, M, Y, Z
County: New Madrid, Pemiscot, Dunklin

Missouri Highway Patrol (Troop E) 573-840-9500		
City of Marston	City of Portageville	City of Wardell
Fire: 573-643-2416	Fire: 573-379-5789	Fire: 573-391-5095
Police: 573-643-2416	Police: 573-379-5682	Police: 573-628-3500
City of Kennett	City of Caruthersville	City of Steele
Fire: 573-888-4412	Fire: 573-333-2353	Fire: 573-695-3755
Police: 573-888-4622	Police: 573-333-0216	Police: 573-695-2100
City of Hayti		
Fire: 573-359-1433		
Police: 573-359-6348		

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

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

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

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

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

Donna Philpot
Southeast District
2675 N. Main St.
Sikeston, MO 63801

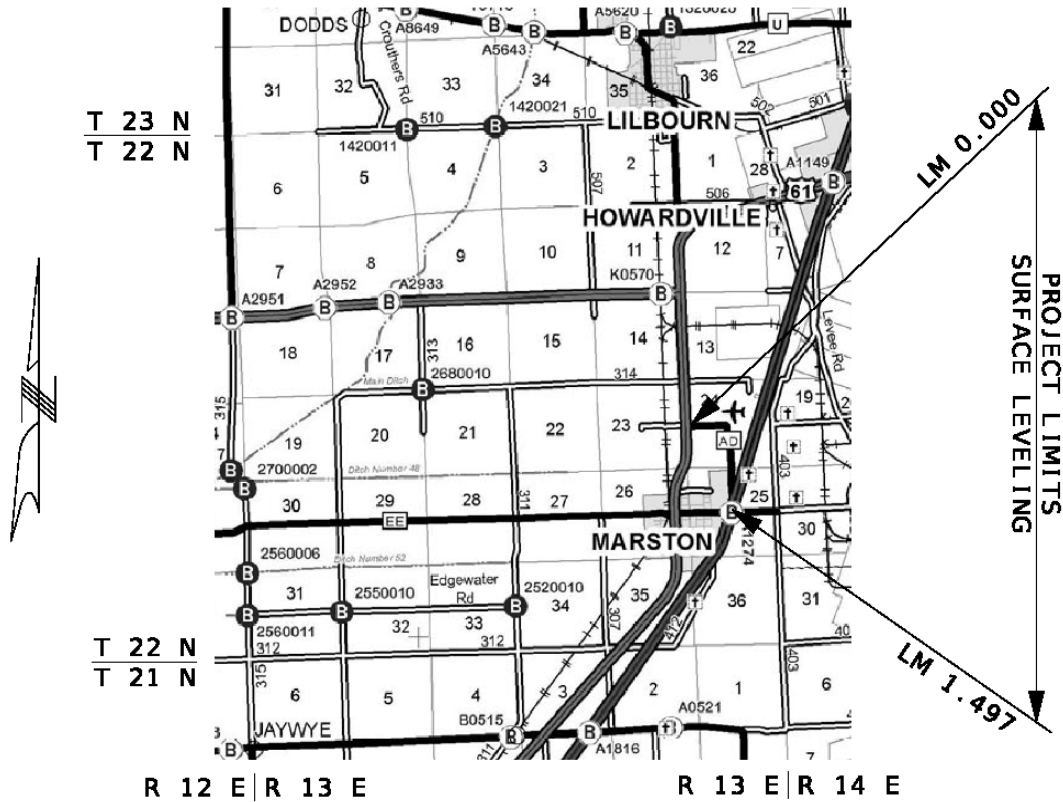
Telephone Number: 573-472-5347
Email: Donna.Philpot@modot.mo.gov

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

Job No.: JST0161
Route: AD, ZZ, CC, K, BB, M, Y, Z
County: New Madrid, Pemiscot, Dunklin

F. Project Details and Quantities – Rte AD – New Madrid

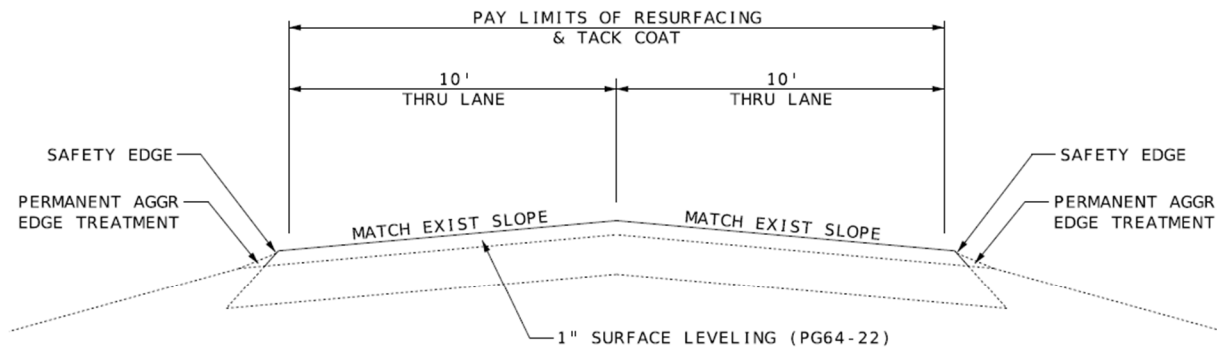
1.0 Description. This project consists of applying a plant mix bituminous pavement (surface leveling) as described here in. The project limits are from Log Mile 0.000 to 1.497. The total length of pavement limits are 1.497 miles with a total average width of 20 feet.



2.0 Mix and Pavement Transitions.

2.1 1" Plant Mix Bituminous Surface PG 64-22 pavement shall be placed the entire width of the lanes, one pass per lane with no superelevation correction. Tack coat shall be applied at the rate of 0.08 gal/yd² the entire width of the traveled way for the length of the pavement limits.

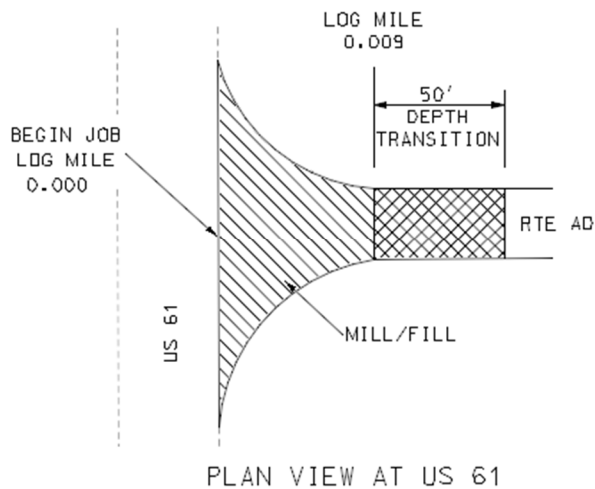
Job No.: JST0161
 Route: AD, ZZ, CC, K, BB, M, Y, Z
 County: New Madrid, Pemiscot, Dunklin



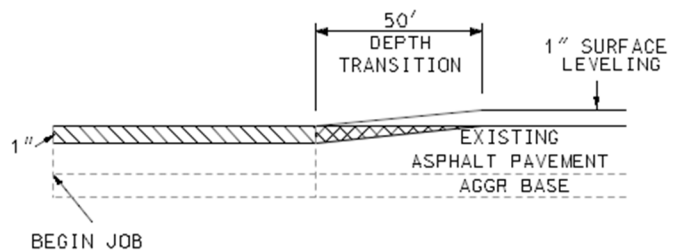
TYPICAL SECTION

NOTE:
 SURFACE PLACEMENT SHALL BE ONE PASS PER LANE
 NO S.E. CORRECTION.

2.2 Depth transitions when beginning and ending at a state route shall be coldmilled at the rate of 1" in 25', unless otherwise shown. When beginning or ending mid-route, including exceptions, shall be coldmilled at the rate of 1" in 50'.

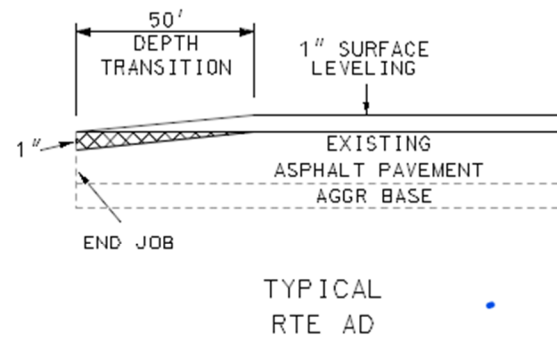
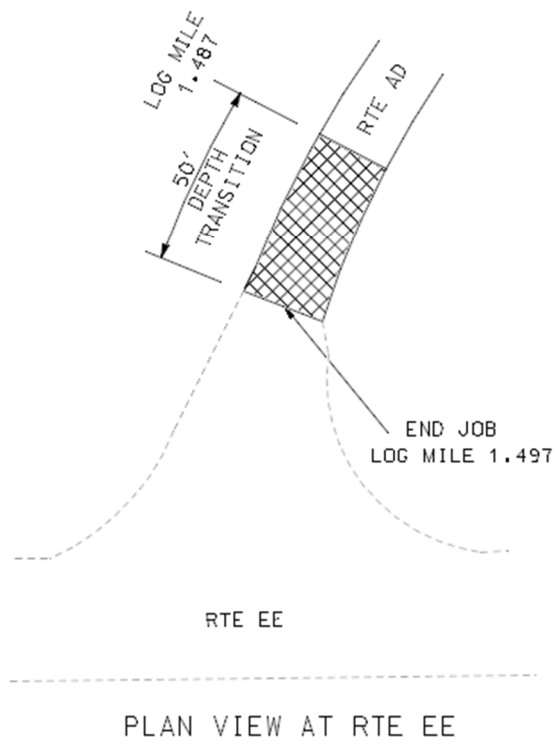


PLAN VIEW AT US 61



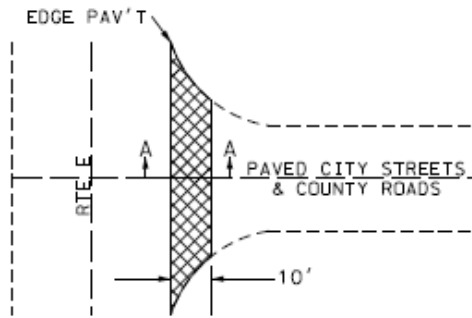
TYPICAL
 RTE AD

Job No.: JST0161
Route: AD, ZZ, CC, K, BB, M, Y, Z
County: New Madrid, Pemiscot, Dunklin

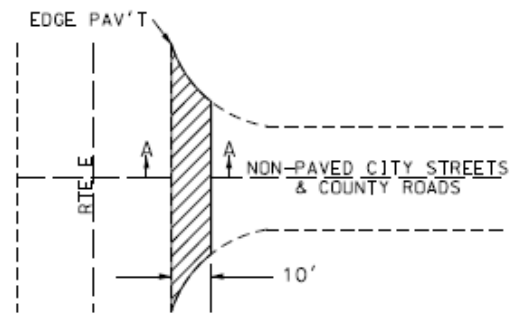


2.3 The bituminous pavement shall be tapered at entrances and non-state routes (see pavement taper details below).

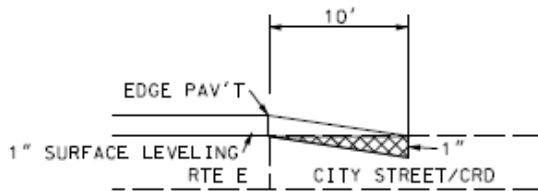
Job No.: JST0161
 Route: AD, ZZ, CC, K, BB, M, Y, Z
 County: New Madrid, Pemiscot, Dunklin



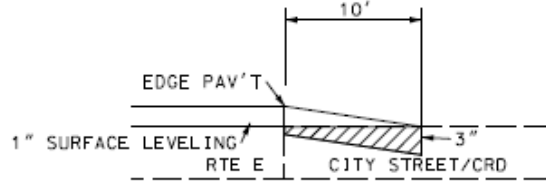
PLAN VIEW FOR PAVED
CITY STREETS AND COUNTY ROADS



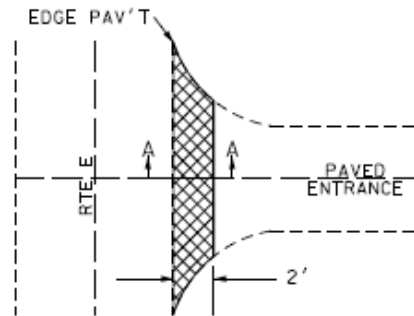
PLAN VIEW FOR NON-PAVED
CITY STREETS AND COUNTY ROADS



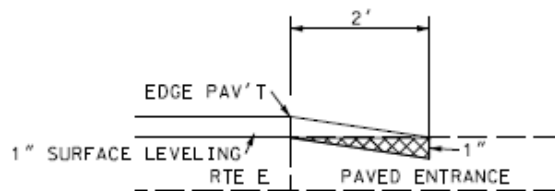
TYPICAL
SECTION A-A



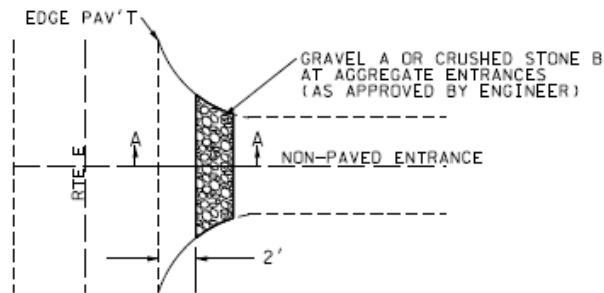
TYPICAL
SECTION A-A



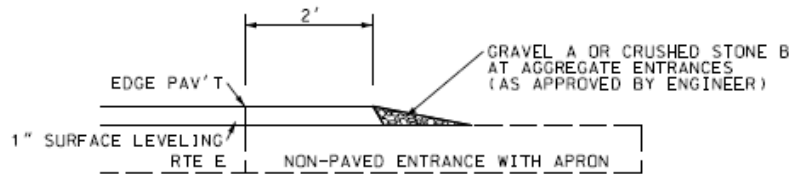
PLAN VIEW FOR PAVED
PRIVATE AND COMMERCIAL ENTRANCES



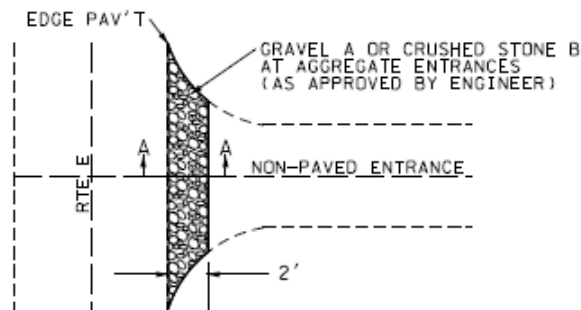
TYPICAL
SECTION A-A



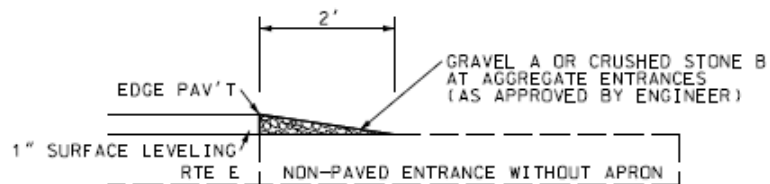
PLAN VIEW FOR NON-PAVED PRIVATE
 AND COMMERCIAL ENTRANCES WITH EXISTING APRON



TYPICAL
 SECTION A-A



PLAN VIEW FOR NON-PAVED PRIVATE
 AND COMMERCIAL ENTRANCES WITHOUT EXISTING APRON



TYPICAL
 SECTION A-A

Job No.: JST0161
Route: AD, ZZ, CC, K, BB, M, Y, Z
County: New Madrid, Pemiscot, Dunklin

3.0 Pavement, Coldmilling and Gravel Quantities.

3.1 Pavement quantities are as follows:

BITUMINOUS PAVEMENT MIXTURE PG64-22									
APPROX. LOG MILE		ROUTE	LOC	LENGTH (FT)	AVERAGE WIDTH (FT)	THICK (IN)	2.036 TON/CY	.08 GAL/SY	REMARKS
FROM	TO						QUANTITY (TONS)	TACK COAT (GAL)	
0.000	0.009	AD	CL	47.52	VAR	1	13.54	19.2	BEGIN JOB
0.009	1.497	AD	CL	7856.64	20	1	987.41	1396.7	RTE AD APRON TO END JOB
0.000	1.497	AD	LT/RT	7904.16			20.02		SAFETY EDGE (2% OF ASPHALT)
0.000	1.497	AD	CL	7904.16			224.55		IRREGULARITIES (150 TONS/MILE)
0.000	1.497	AD	LT/RT	2	VAR	1	2.19	3.1	PAVED PRIVATE/COMMERCIAL ENTRANCES
0.000	1.497	AD	LT	2	VAR	1	0.66	0.9	NON-PAVED PRIVATE/COMMERCIAL ENT. W/ EXIST. APRON
						Total	1248.37	1419.9	
						USE	1248.5	1420	

3.2 Coldmilling Quantities are as follows:

COLDMILLING								
APPROX. LOG MILE		ROUTE	LOC	LENGTH (FT)	AVERAGE WIDTH (FT)	MODIFIED COLDMILLING (DEPTH TRANSITIONS)	COLDMILLING 3" OR LESS (SQYD)	REMARKS
FROM	TO					(SQYD)		
0.000	0.009	AD	CL	47.52	VAR		239.3	BEGIN JOB
0.009	0.019	AD	CL	50	20	111.1		
1.487	1.497	AD	CL	50	20	111.1		END JOB
0.000	1.497	AD	LT/RT	2	VAR	38.7		PAVED PRIVATE/COMMERCIAL ENTRANCES
					Total	260.9	239.3	
					USE	261	240	

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3.3 Gravel Quantities are as follows:

AGGREGATE EDGE TREATMENT AND GRAVEL							
APPROX. LOG MILE		ROUTE	LOC	LENGTH (FT)	PERM AGG EDGE TREATMENT (TONS)	GRAVEL A OR CRUSHED STONE B (TONS)	REMARKS
FROM	TO						
0.000	1.497	AD	LT/RT	7355.04	231.55		
0.000	1.497	AD	LT	7904.16		0.8	NON-PAVED PRIVATE/COMMERCIAL ENT. W/ EXIST. APRON
0.000	1.497	AD	LT/RT	496.32		7.8	NON-PAVED PRIVATE/COMMERCIAL ENT. W/O EXIST. APRON
				Total	231.55	8.6	
				USE	231.6	9	

4.0 Temporary Traffic Control Plans. See [Standard Plans 616.20](#) for standard temporary traffic control requirements.

4.1 Construction signs and channelizers are as follows:

CONSTRUCTION SIGNING AND CHANNELIZERS						
SIGN NO.	SIGN	SIZE (in.)	AREA (FT.2)	QTY.	TOTAL AREA	DESCRIPTION
2	WO20-1	48 X 48	16	6	96	ROAD WORK AHEAD
7	WO20-4	48 X 48	16	6	96	ONE LANE ROAD AHEAD
8	WO20-7a	48 X 48	16	6	96	FLAGGER (SYMBOL)
35	WO8-12	48 X 48	16	2	32	NO CENTER LINE
36	WO8-11	48 X 48	16	4	64	UNEVEN LANES
53	GO20-4	36 X 18	4.5	1	4.5	PILOT CAR FOLLOW ME
59	CONST-8	48 X 36	12	2	24	WORK ZONE NO PHONE ZONE
	GO22-1	21 X 15	2.19	4	8.76	WET PAINT (ARROW PIVOTS)
					421.26	CONSTRUCTION SIGNS SUBTOTAL
ITEM NO. 616-10.05					422	USE
ITEM NO. 616-10.25					10	CHANNELIZERS (TRIM-LINE)
REFER TO STANDARD PLANS 616.10 AND 903.03 FOR SIGN AND SIGN MOUNTING REQUIREMENTS.						

4.2 Mobilization is as follows:

ITEM NO.	QTY.	DESCRIPTION
618-10.00	LUMP SUM 1	MOBILIZATION

Job No.: JST0161
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County: New Madrid, Pemiscot, Dunklin

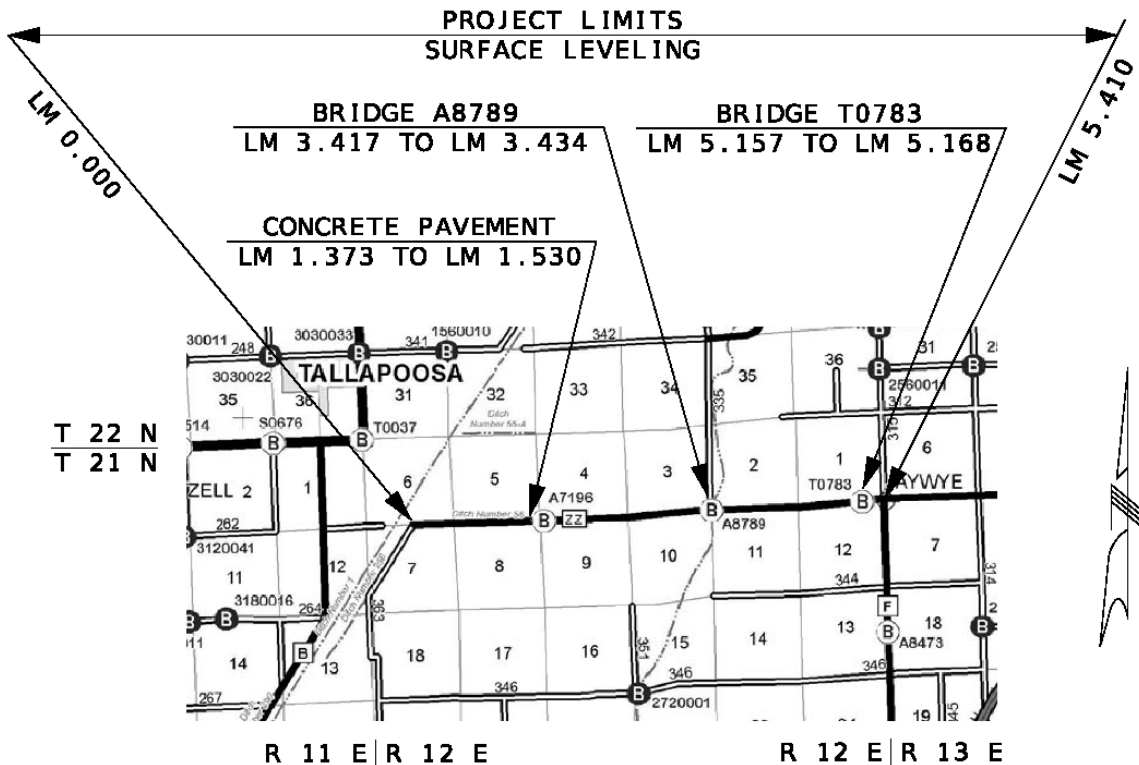
5.0 Pavement Marking. Pavement marking quantities are as follows:

CLASS 1 PAVEMENT MARKING PAINT (18-MIL, TYPE P BEADS)							REMARKS
APPROX. LOG MILE		ROUTE	LENGTH (FT)	4" INT. YELLOW (LF)	4" SOLID YELLOW (LF)	4" SOLID WHITE (LF)	
FROM	TO						
0.000	1.497	AD	7904.16	1712.0	2962.1	0.0	
			Total	1712.0	2962.1	0.0	
			USE	4675		0	

NOTE: TEMPORARY AND PERMANENT PAVEMENT MARKING SHALL BE IN ACCORDANCE WITH 620.11

G. Project Details and Quantities – Rte ZZ – New Madrid

1.0 Description. This project consists of applying a plant mix bituminous pavement (surface leveling) as described here in. The project limits are from Log Mile 0.000 to 5.410. The total length of pavement limits are 5.410 miles with a total average width of 19 feet.

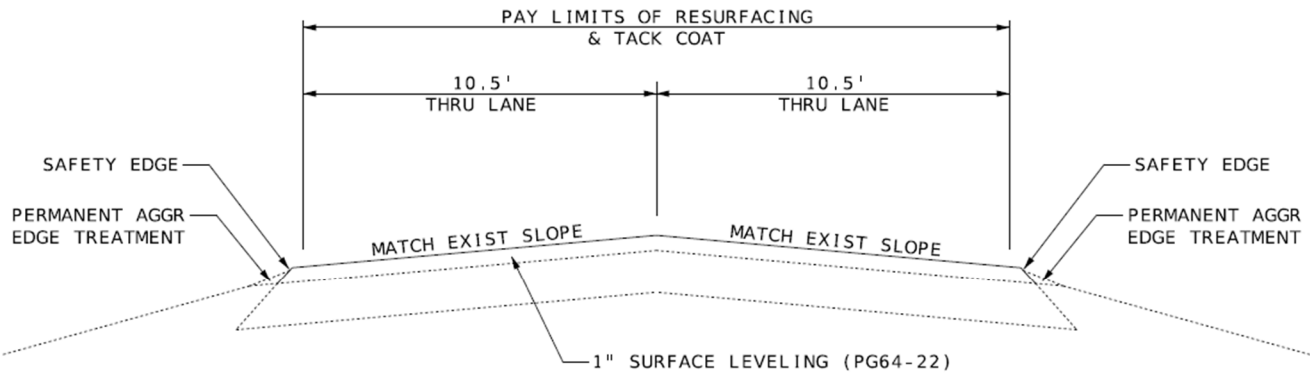


Pavement will not be placed at the following exception locations listed below:

EXCEPTIONS			
APPROX. LOG MILE		LENGTH (FT)	COMMENTS/BRIDGE NUMBERS
FROM	TO		
1.373	1.530	828.96	Concrete Pavement
3.417	3.434	89.76	Bridge A8789
5.157	5.168	58.08	Bridge T0783
	Total	976.80	

2.0 Mix and Pavement Transitions.

2.1 1" Plant Mix Bituminous Surface PG 64-22 pavement shall be placed the entire width of the lanes, one pass per lane with no superelevation correction. Tack coat shall be applied at the rate of 0.08 gal/yd² the entire width of the traveled way for the length of the pavement limits.

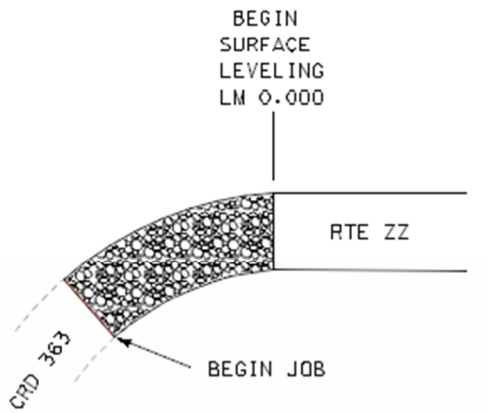


TYPICAL SECTION

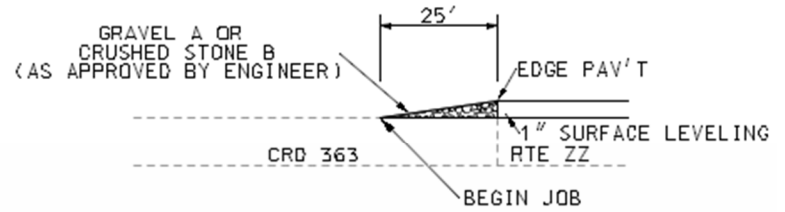
NOTE:
SURFACE PLACEMENT SHALL BE ONE PASS PER LANE
NO S.E. CORRECTION.

2.2 Depth transitions when beginning and ending at a state route shall be coldmilled at the rate of 1" in 25', unless otherwise shown. When beginning or ending mid-route, including exceptions, shall be coldmilled at the rate of 1" in 50'.

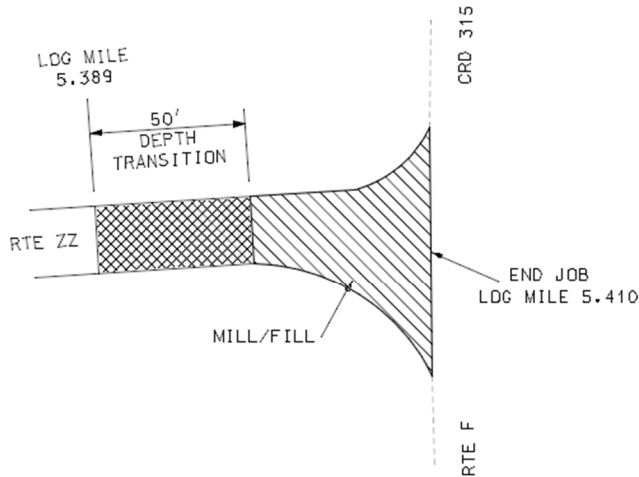
Job No.: JST0161
 Route: AD, ZZ, CC, K, BB, M, Y, Z
 County: New Madrid, Pemiscot, Dunklin



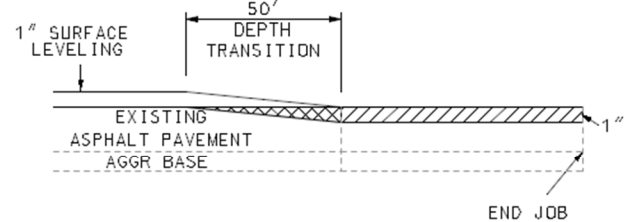
PLAN VIEW AT CRD 363



TYPICAL
RTE ZZ



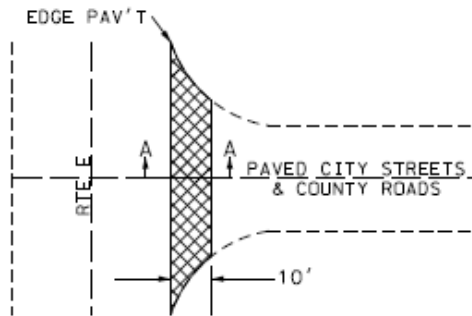
PLAN VIEW AT RTE F/CRD 315



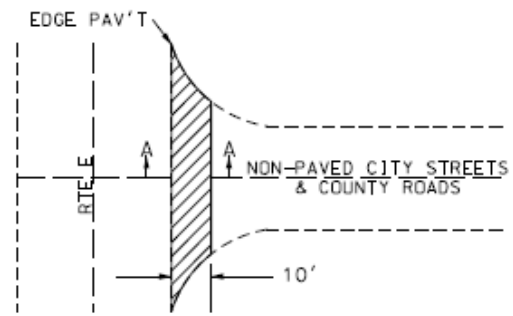
TYPICAL
RTE ZZ

2.3 The bituminous pavement shall be tapered at entrances and non-state routes (see pavement taper details below).

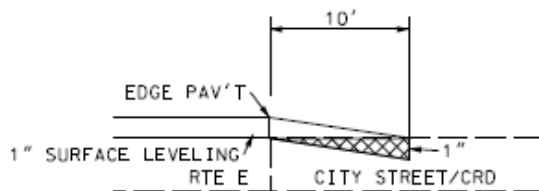
Job No.: JST0161
 Route: AD, ZZ, CC, K, BB, M, Y, Z
 County: New Madrid, Pemiscot, Dunklin



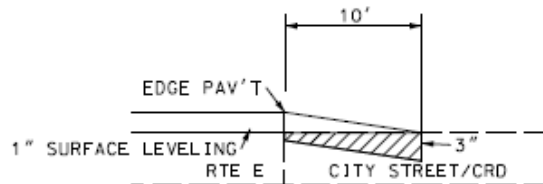
PLAN VIEW FOR PAVED
CITY STREETS AND COUNTY ROADS



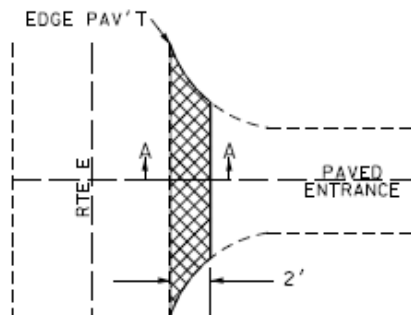
PLAN VIEW FOR NON-PAVED
CITY STREETS AND COUNTY ROADS



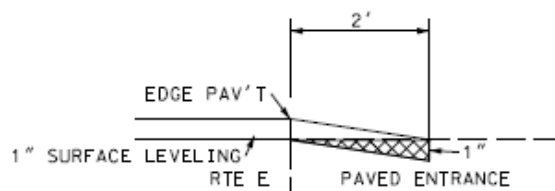
TYPICAL
SECTION A-A



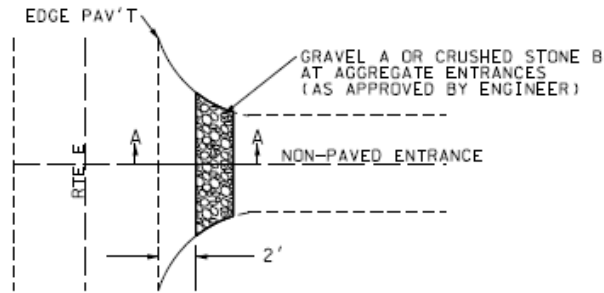
TYPICAL
SECTION A-A



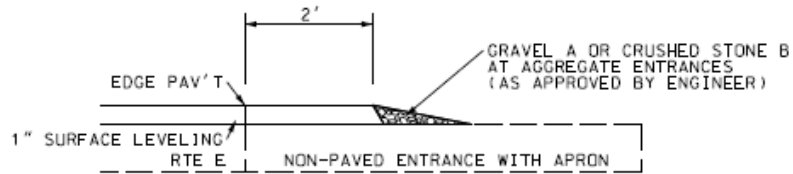
PLAN VIEW FOR PAVED
PRIVATE AND COMMERCIAL ENTRANCES



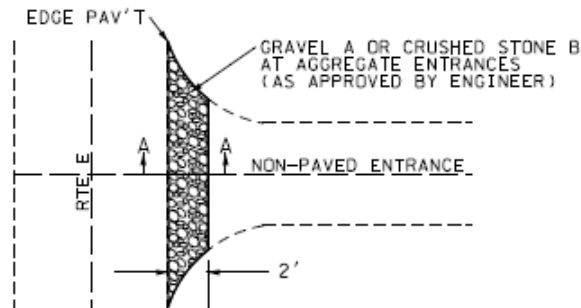
TYPICAL
SECTION A-A



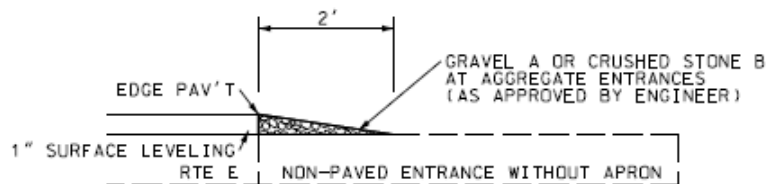
PLAN VIEW FOR NON-PAVED PRIVATE
 AND COMMERCIAL ENTRANCES WITH EXISTING APRON



TYPICAL
 SECTION A-A



PLAN VIEW FOR NON-PAVED PRIVATE
 AND COMMERCIAL ENTRANCES WITHOUT EXISTING APRON



TYPICAL
 SECTION A-A

Job No.: JST0161
Route: AD, ZZ, CC, K, BB, M, Y, Z
County: New Madrid, Pemiscot, Dunklin

3.0 Pavement, Coldmilling and Gravel Quantities.

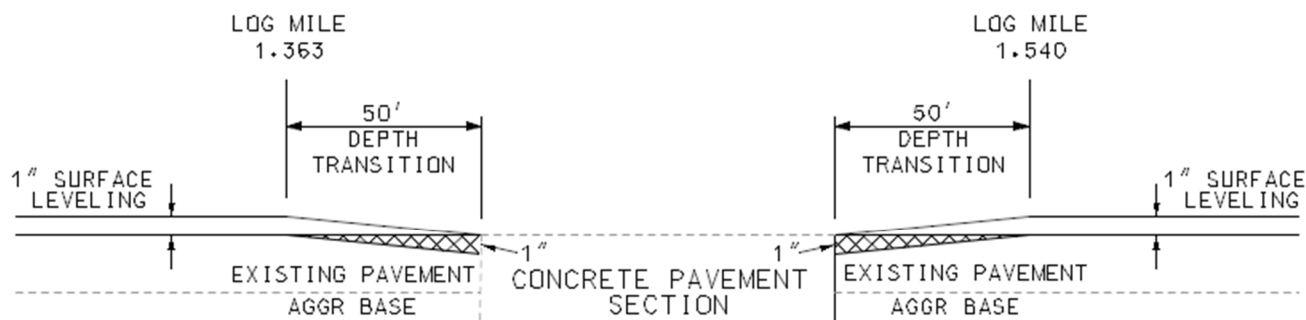
3.1 Pavement quantities are as follows:

BITUMINOUS PAVEMENT MIXTURE PG 64-22 SURFACE LEVELING									
APPROX. LOG MILE		ROUTE	LOC	LENGTH (FT)	AVERAGE WIDTH (FT)	THICK (IN)	2.036	.08 GAL/SY	Remarks
FROM	TO						TON/CY QUANTITY	TACK COAT (GAL)	
0.000	1.373	ZZ	CL	7249.44	21	1	956.66	1353.2	BEGIN JOB TO START OF CONCRETE PAVEMENT
1.530	3.417	ZZ	CL	9963.36	21	1	1314.79	1859.8	END OF CONCRETE PAVEMENT TO BRIDGE A8789
3.434	5.157	ZZ	CL	9097.44	21	1	1200.53	1698.2	BRIDGE A8789 TO BRIDGE T0783
5.168	5.399	ZZ	CL	1219.68	21	1	160.95	227.7	BRIDGE T0783 TO RTE ZZ APRON
5.399	5.410	ZZ	CL	58.08	VAR	1	13.25	18.7	RTE ZZ APRON TO END JOB
0.000	5.410	ZZ	LT/RT	28564.80			72.92		SAFETY EDGE (2% OF ASPHALT)
0.000	5.410	ZZ	CL	20338.56			783.75		IRREGULARITIES (150 TONS/MILE)
0.000	5.410	ZZ	LT	2	15.84	1	0.20	0.3	PAVED PRIVATE/COMMERCIAL ENTRANCES
0.000	5.410	ZZ	LT	2	VAR	1	1.46	2.1	NON-PAVED PRIVATE/COMMERCIAL ENT. W/ EXIST. APRON
0.000	5.410	ZZ	LT	10	58.08	3	10.95		NON-PAVED CITY STREETS/COUNTY ROADS
					Totals		4515.46	5160.0	
					USE		4515.5	5160	

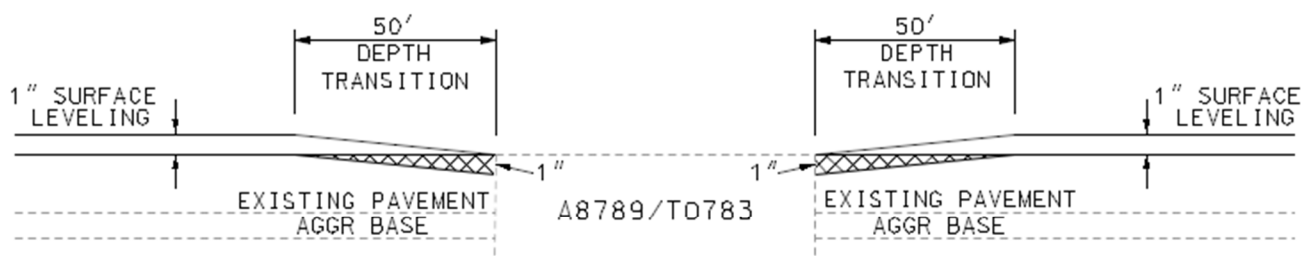
3.2 Coldmilling Quantities are as follows:

COLDMILLING								
APPROX. LOG MILE		ROUTE	LOC	LENGTH (FT)	AVERAGE WIDTH (FT)	MODIFIED COLDMILLING	COLDMILLING	REMARKS
FROM	TO					(DEPTH TRANSITIONS) (SQYD)	3" OR LESS (SQYD)	
1.363	1.373	ZZ	CL	50	21	116.7		BEFORE CONCRETE PAVEMENT
1.530	1.540	ZZ	CL	50	21	116.7		AFTER CONCRETE PAVEMENT
3.408	3.417	ZZ	CL	50	21	116.7		BEFORE BRIDGE A8789
3.434	3.443	ZZ	CL	50	21	116.7		AFTER BRIDGE A8789
5.148	5.157	ZZ	CL	50	21	116.7		BEFORE BRIDGE T0783
5.168	5.177	ZZ	CL	50	21	116.7		AFTER BRIDGE T0783
5.389	5.399	ZZ	CL	50	21	116.7		BEFORE RTE ZZ APRON
5.399	5.410	ZZ	CL	58.08	VAR		234.2	END JOB
0.000	5.410	ZZ	LT	2	VAR	3.5		PAVED PRIVATE/COMMERCIAL ENTRANCES
					Total	820.2	234.2	
					USE	821	235	

Job No.: JST0161
 Route: AD, ZZ, CC, K, BB, M, Y, Z
 County: New Madrid, Pemiscot, Dunklin



TYPICAL AT CONCRETE
PAVEMENT SECTION



TYPICAL AT BRIDGE A8789/T0783
(LM 3.426/LM 5.160)

3.3 Gravel Quantities are as follows:

AGGREGATE EDGE TREATMENT AND GRAVEL							
APPROX. LOG MILE		ROUTE	LOC	LENGTH (FT)	PERM AGG EDGE TREATMENT (TONS)	GRAVEL A OR CRUSHED STONE B (TONS)	REMARKS
FROM	TO						
-	-	ZZ	CL	25		1.4	BEGIN JOB
0.000	5.410	ZZ	LT/RT	27044.16	851.39		
0.000	5.410	ZZ	LT	28564.80		1.8	NON-PAVED PRIVATE/COMMERCIAL ENT. W/ EXIST. APRON
0.000	5.410	ZZ	LT/RT	28564.80		22.1	NON-PAVED PRIVATE/COMMERCIAL ENTRANCES WITHOUT EXISTING APRON
				Total	851.39	25.3	
				USE	851.5	26	

Job No.: JST0161
Route: AD, ZZ, CC, K, BB, M, Y, Z
County: New Madrid, Pemiscot, Dunklin

4.0 Temporary Traffic Control Plans. See [Standard Plans 616.20](#) for standard temporary traffic control requirements.

4.1 Construction signs and channelizers are as follows:

CONSTRUCTION SIGNING AND CHANNELIZERS						
SIGN NO.	SIGN	SIZE (in.)	AREA (FT.2)	QTY.	TOTAL AREA	DESCRIPTION
1	GO20-1	60 X 24	10	2	20	ROAD WORK NEXT 5 MILES
2	WO20-1	48 X 48	16	7	112	ROAD WORK AHEAD
7	WO20-4	48 X 48	16	7	112	ONE LANE ROAD AHEAD
8	WO20-7a	48 X 48	16	7	112	FLAGGER (SYMBOL)
26	GO20-2	48 X 24	8	2	16	END ROAD WORK
35	WO8-12	48 X 48	16	6	96	NO CENTER LINE
36	WO8-11	48 X 48	16	12	192	UNEVEN LANES
53	GO20-4	36 X 18	4.5	1	4.5	PILOT CAR FOLLOW ME
58	GO20-4a	18 X 12	1.5	5	7.5	PILOT CAR IN USE WAIT & FOLLOW
59	CONST-8	48 X 36	12	2	24	WORK ZONE NO PHONE ZONE
	GO22-1	21 X 15	2.19	4	8.76	WET PAINT (ARROW PIVOTS)
					704.76	CONSTRUCTION SIGNS SUBTOTAL
ITEM NO. 616-10.05					705	USE
ITEM NO. 616-10.25					33	CHANNELIZERS (TRIM-LINE)
REFER TO STANDARD PLANS 616.10 AND 903.03 FOR SIGN AND SIGN MOUNTING REQUIREMENTS.						

4.2 Mobilization is as follows:

ITEM NO.	QTY.	DESCRIPTION
618-10.00	LUMP SUM 1	MOBILIZATION

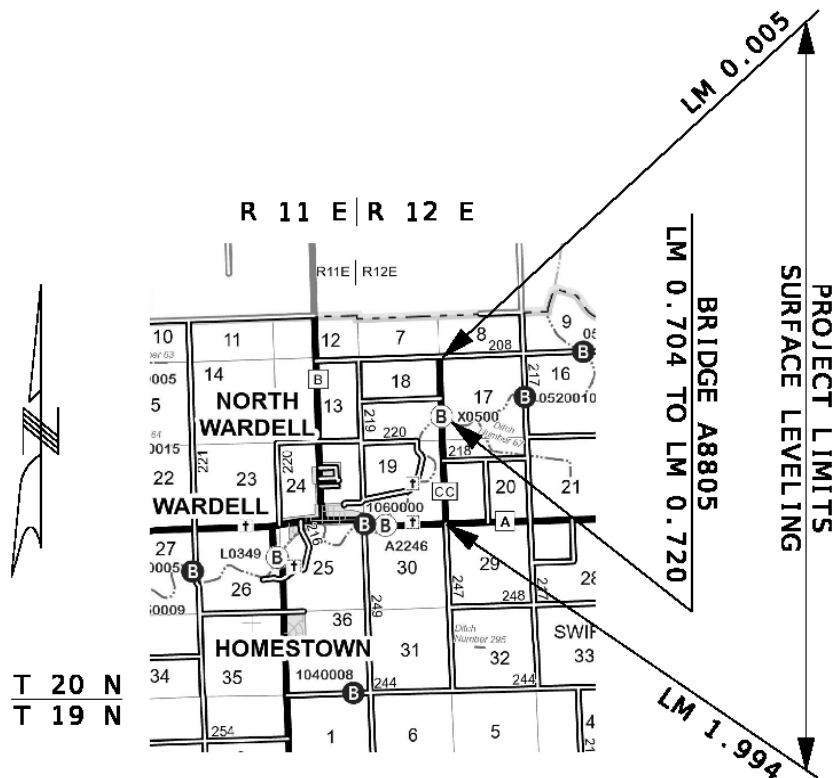
5.0 Pavement Marking. Pavement marking quantities are as follows:

CLASS 1 PAVEMENT MARKING PAINT (18-MIL, TYPE P BEADS)							
APPROX. LOG MILE		ROUTE	LENGTH (FT)	4" INT. YELLOW (LF)	4" SOLID YELLOW (LF)	4" SOLID WHITE (LF)	REMARKS
FROM	TO						
0.000	5.41	ZZ	28564.80	6539.3	4424.6	0.0	
			Total	6539.3	4424.6	0.0	
			USE	10964		0	
NOTE: TEMPORARY AND PERMANENT PAVEMENT MARKING SHALL BE IN ACCORDANCE WITH 620.11							

H. Project Details and Quantities – Rte CC – Pemiscot

Job No.: JST0161
 Route: AD, ZZ, CC, K, BB, M, Y, Z
 County: New Madrid, Pemiscot, Dunklin

1.0 Description. This project consists of applying a plant mix bituminous pavement (surface leveling) as described here in. The project limits are from Log Mile 0.000 to 1.994. The total length of pavement limits are 1.994 miles with a total average width of 20 feet.



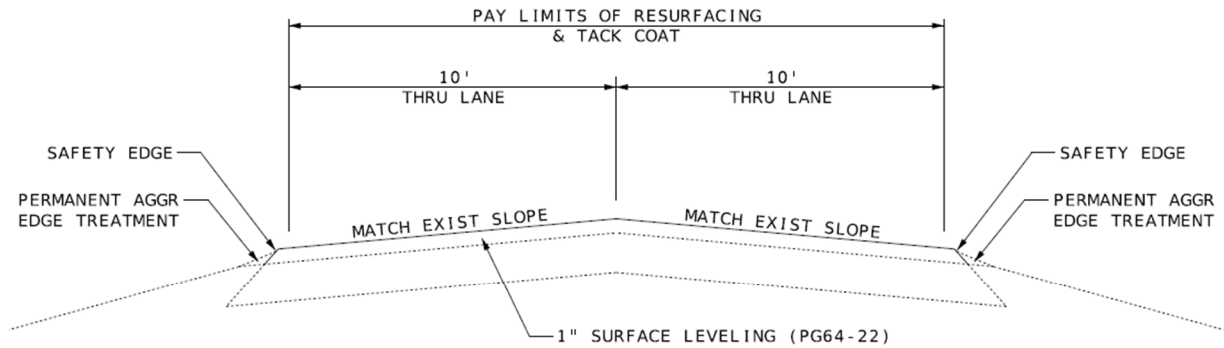
Pavement will not be placed at the following exception locations listed below:

EXCEPTIONS			
APPROX. LOG MILE		Length (FT)	COMMENTS/BRIDGE NUMBERS
FROM	TO		
0.704	0.720	84.48	Bridge A8805
	TOTAL	84.48	

2.0 Mix and Pavement Transitions.

2.1 1" Plant Mix Bituminous Surface PG 64-22 pavement shall be placed the entire width of the lanes, one pass per lane with no superelevation correction. Tack coat shall be applied at the rate of 0.08 gal/yd² the entire width of the traveled way for the length of the pavement limits.

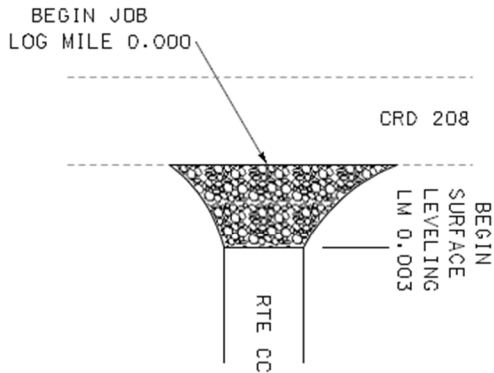
Job No.: JST0161
 Route: AD, ZZ, CC, K, BB, M, Y, Z
 County: New Madrid, Pemiscot, Dunklin



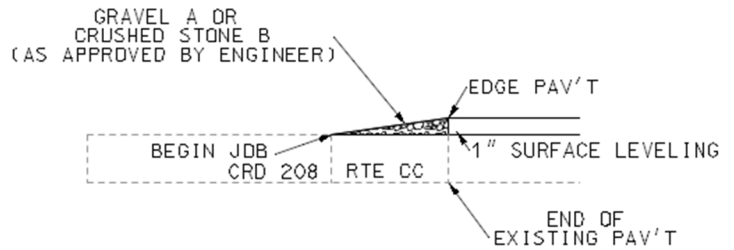
TYPICAL SECTION

NOTE:
 SURFACE PLACEMENT SHALL BE ONE PASS PER LANE
 NO S.E. CORRECTION.

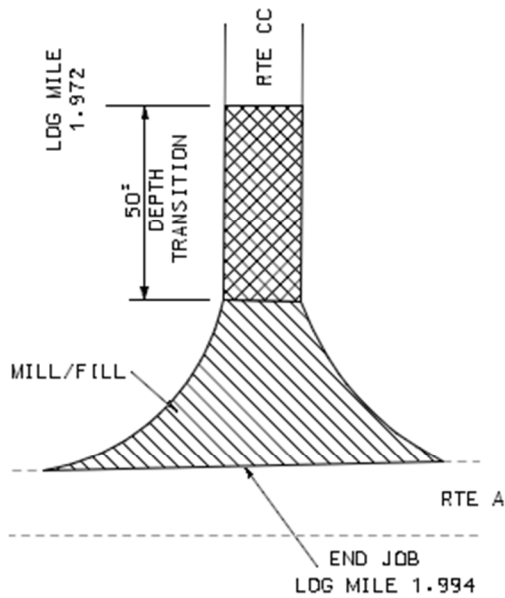
2.2 Depth transitions when beginning and ending at a state route shall be coldmilled at the rate of 1" in 25', unless otherwise shown. When beginning or ending mid-route, including exceptions, shall be coldmilled at the rate of 1" in 50'.



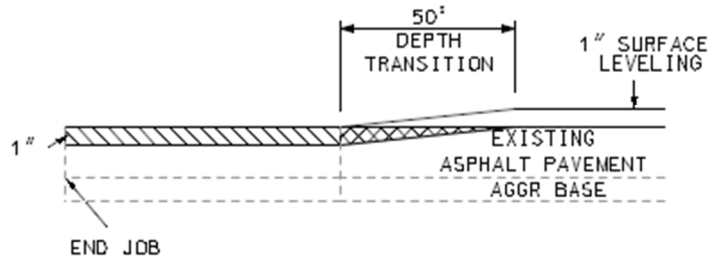
PLAN VIEW AT CRD 208



TYPICAL
 RTE CC

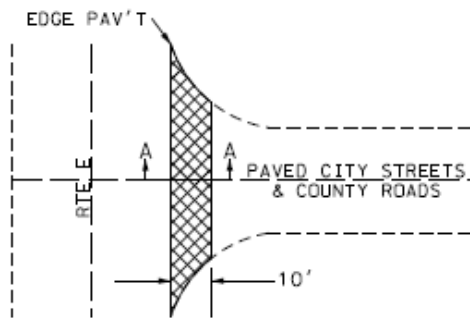


PLAN VIEW AT RTE A

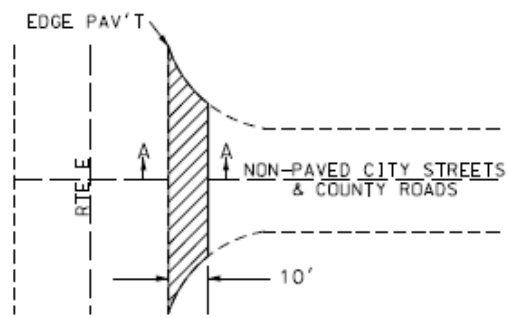


TYPICAL
RTE CC

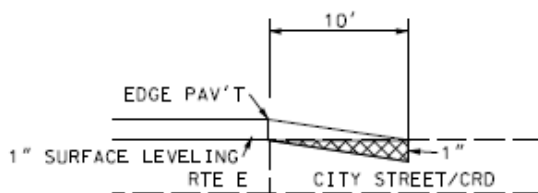
2.3 The bituminous pavement shall be tapered at entrances and non-state routes (see pavement taper details below).



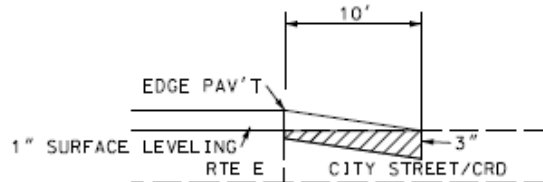
PLAN VIEW FOR PAVED
CITY STREETS AND COUNTY ROADS



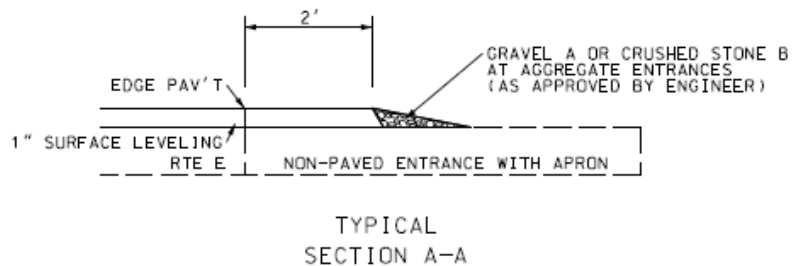
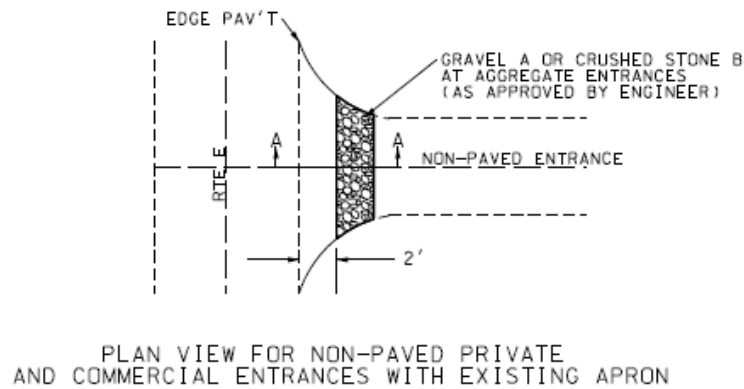
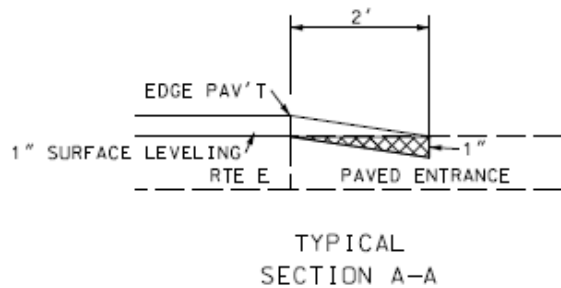
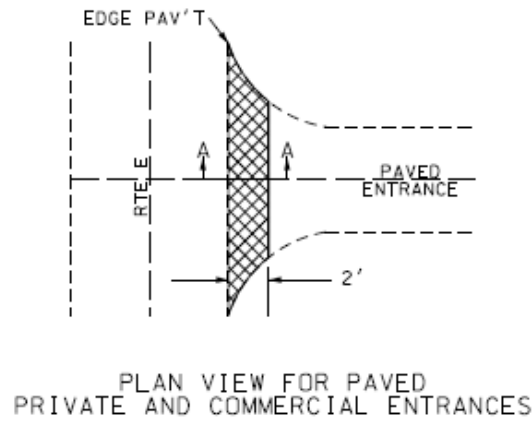
PLAN VIEW FOR NON-PAVED
CITY STREETS AND COUNTY ROADS



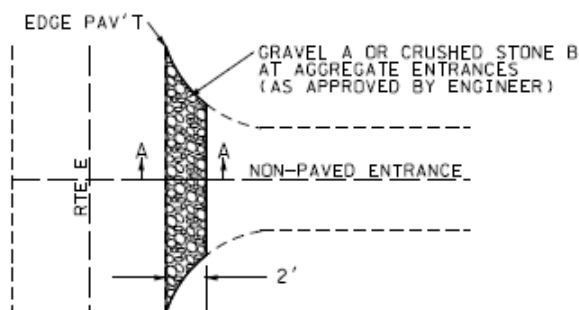
TYPICAL
SECTION A-A



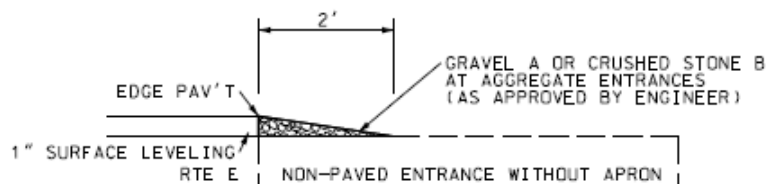
TYPICAL
SECTION A-A



Job No.: JST0161
Route: AD, ZZ, CC, K, BB, M, Y, Z
County: New Madrid, Pemiscot, Dunklin



PLAN VIEW FOR NON-PAVED PRIVATE
AND COMMERCIAL ENTRANCES WITHOUT EXISTING APRON



TYPICAL
SECTION A-A

3.0 Pavement, Coldmilling and Gravel Quantities.

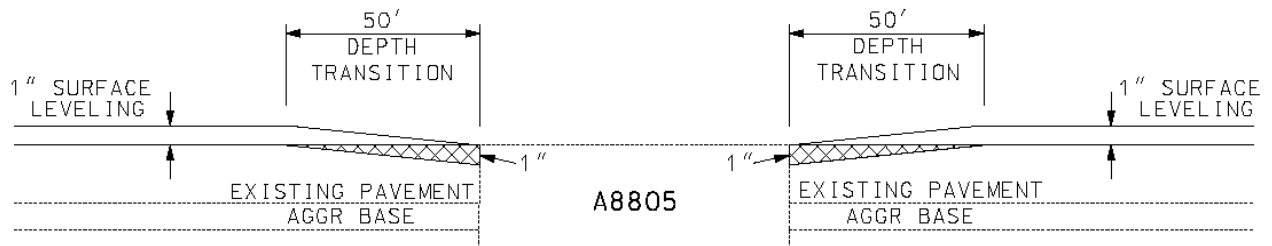
3.1 Pavement quantities are as follows:

BITUMINOUS PAVEMENT MIXTURE PG64-22									
APPROX. LOG MILE		ROUTE	LOC	LENGTH (FT)	AVERAGE WIDTH (FT)	THICK (IN)	2.036	.08 GAL/SY	REMARKS
FROM	TO						TON/CY	TACK COAT (GAL)	
0.003	0.704	CC	CL	3701.28	20	1	465.17	658.0	BEGIN JOB TO BRIDGE A8805
0.720	1.982	CC	CL	6663.36	20	1	837.44	1184.6	BRIDGE A8805 TO ROUTE CC APRON
1.982	1.994	CC	CL	63.36	VAR	1	17.78	25.2	RTE CC APRON TO END JOB
0.003	1.994	CC	LT/RT	10512.48			26.41		SAFETY EDGE (2% OF ASPHALT)
0.003	1.994	CC	CL	10428.00			296.25		IRREGULARITIES (150 TONS/MILE)
0.003	1.994	CC	LT/RT	10	53	3	19.90		NON-PAVED CITY STREETS/COUNTY ROADS
						Total	1662.95	1867.8	
						USE	1663.0	1868	

Job No.: JST0161
Route: AD, ZZ, CC, K, BB, M, Y, Z
County: New Madrid, Pemiscot, Dunklin

3.2 Coldmilling Quantities are as follows:

COLDMILLING								
APPROX. LOG MILE		ROUTE	LOC	LENGTH (FT)	AVERAGE WIDTH (FT)	MODIFIED COLDMILLING (DEPTH TRANSITIONS) (SQYD)	COLDMILLING 3" OR LESS (SQYD)	REMARKS
FROM	TO							
0.694	0.704	CC	CL	50	20	111.1		BEFORE BRIDGE A8805
0.720	0.730	CC	CL	50	20	111.1		AFTER BRIDGE A8805
1.972	1.982	CC	CL	50	20	111.1		BEFORE RTE CC APRON
1.982	1.994	CC	CL	63.36	VAR		314.4	END JOB
					Total	333.3	314.4	
					USE	334	315	



TYPICAL AT BRIDGE A8805 (LM 0.712)

Job No.: JST0161
Route: AD, ZZ, CC, K, BB, M, Y, Z
County: New Madrid, Pemiscot, Dunklin

3.3 Gravel Quantities are as follows:

AGGREGATE EDGE TREATMENT AND GRAVEL							
APPROX. LOG MILE		ROUTE	LOC	LENGTH (FT)	PERM AGG EDGE TREATMENT (TONS)	GRAVEL A OR CRUSHED STONE B (TONS)	REMARKS
FROM	TO						
0.000	0.003	CC	CL	15.00		2.9	BEGIN JOB
0.003	1.994	CC	LT/RT	9709.92	305.68		
0.003	1.994	CC	LT/RT	10512.48		12.6	NON-PAVED PRIVATE/COMMERCIAL ENT. W/O EXIST. APRON
				Total	305.68	15.5	
				USE	305.7	16	

4.0 Temporary Traffic Control Plans. See [Standard Plans 616.20](#) for standard temporary traffic control requirements.

4.1 Construction signs and channelizers are as follows:

CONSTRUCTION SIGNING AND CHANNELIZERS						
SIGN NO.	SIGN	SIZE (in.)	AREA (FT.2)	QTY.	TOTAL AREA	DESCRIPTION
2	WO20-1	48 X 48	16	11	176	ROAD WORK AHEAD
7	WO20-4	48 X 48	16	11	176	ONE LANE ROAD AHEAD
8	WO20-7a	48 X 48	16	11	176	FLAGGER (SYMBOL)
35	WO8-12	48 X 48	16	2	32	NO CENTER LINE
36	WO8-11	48 X 48	16	4	64	UNEVEN LANES
53	GO20-4	36 X 18	4.5	1	4.5	PILOT CAR FOLLOW ME
58	GO20-4a	18 X 12	1.5	2	3	PILOT CAR IN USE WAIT & FOLLOW
59	CONST-8	48 X 36	12	2	24	WORK ZONE NO PHONE ZONE
	GO22-1	21 X 15	2.19	4	8.76	WET PAINT (ARROW PIVOTS)
					664.26	CONSTRUCTION SIGNS SUBTOTAL
ITEM NO. 616-10.05					665	USE
ITEM NO. 616-10.25					52	CHANNELIZERS (TRIM-LINE)
REFER TO STANDARD PLANS 616.10 AND 903.03 FOR SIGN AND SIGN MOUNTING REQUIREMENTS.						

4.2 Mobilization is as follows:

ITEM NO.	QTY.	DESCRIPTION
618-10.00	LUMP SUM 1	MOBILIZATION

Job No.: JST0161
Route: AD, ZZ, CC, K, BB, M, Y, Z
County: New Madrid, Pemiscot, Dunklin

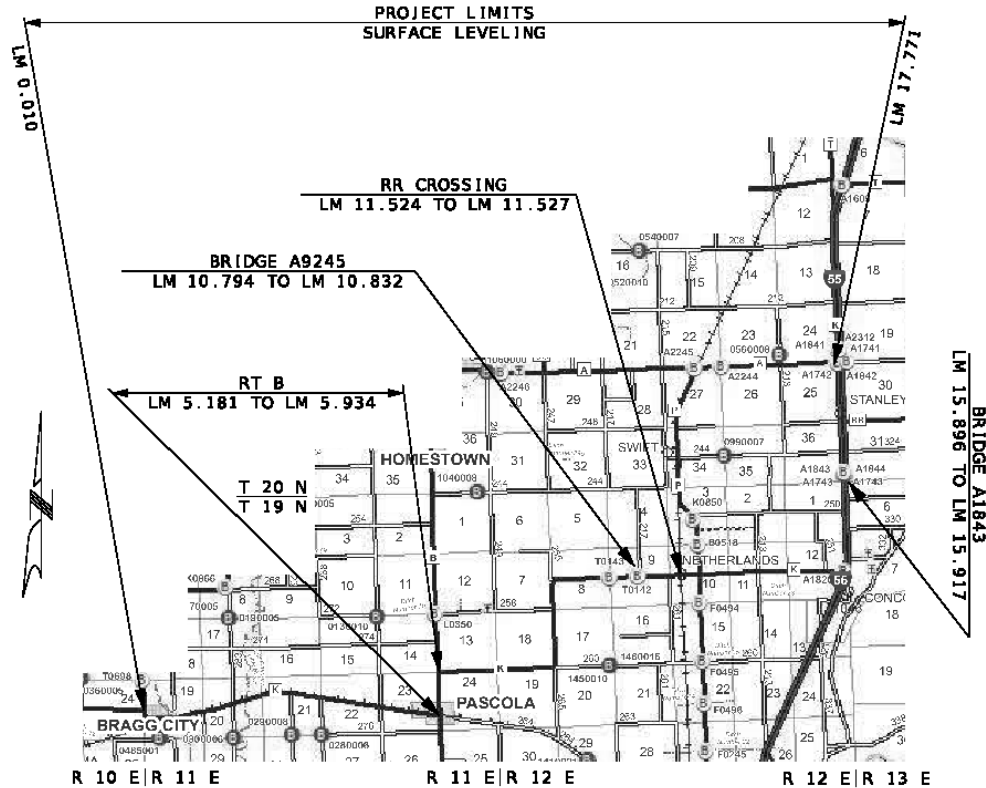
5.0 Pavement Marking. Pavement marking quantities are as follows:

CLASS 1 PAVEMENT MARKING PAINT (18-MIL, TYPE P BEADS)						
APPROX. LOG MILE		ROUTE	LENGTH (FT)	4" INT. YELLOW (LF)	4" SOLID YELLOW (LF)	4" SOLID WHITE (LF)
FROM	TO			REMARKS		
0.003	1.994	CC	10512.48	2554.2	295.7	0.0
			Total	2554.2	295.7	0.0
			USE	2850	0	

NOTE: TEMPORARY AND PERMANENT PAVEMENT MARKING SHALL BE IN ACCORDANCE WITH 620.10

I. Project Details and Quantities – Rte K – Pemiscot

1.0 Description. This project consists of applying a plant mix bituminous pavement (surface leveling) as described here in. The project limits are from Log Mile 0.010 to 17.771. The total length of pavement limits are 17.761 miles with a total average width of 20 feet.

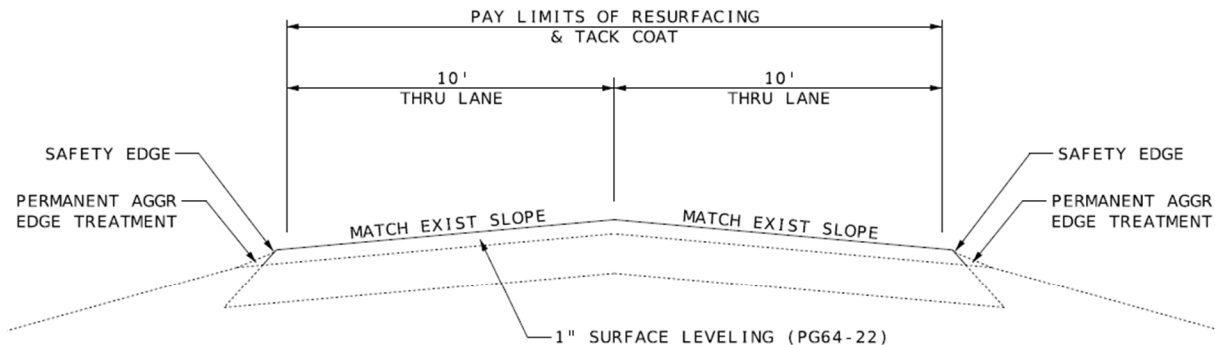


Pavement will not be placed at the following exception locations listed below:

EXCEPTIONS			
APPROX. LOG MILE		Length (FT)	COMMENTS/BRIDGE NUMBERS
FROM	TO		
5.181	5.934	3975.84	RT B
10.794	10.832	200.64	Bridge A9245
11.524	11.527	15.84	RR Crossing
15.896	15.917	110.88	Bridge A1843
	TOTAL	4303.2	

2.0 Mix and Pavement Transitions.

2.1 1" Plant Mix Bituminous Surface PG 64-22 pavement shall be placed the entire width of the lanes, one pass per lane with no superelevation correction. Tack coat shall be applied at the rate of 0.08 gal/yd² the entire width of the traveled way for the length of the pavement limits.

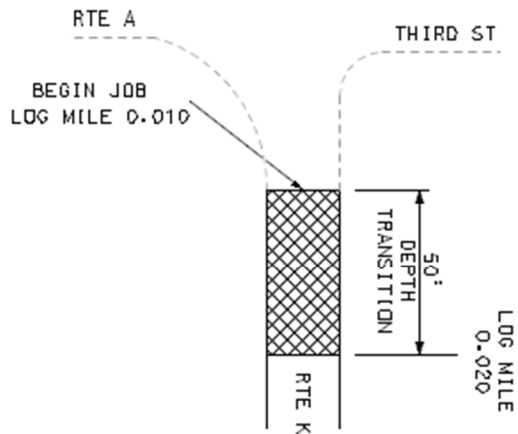


TYPICAL SECTION

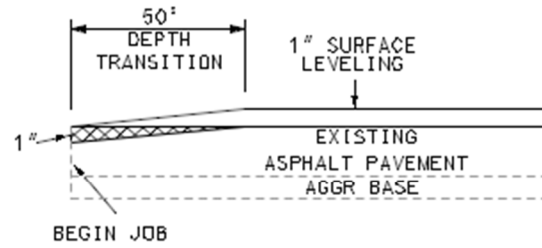
NOTE:
SURFACE PLACEMENT SHALL BE ONE PASS PER LANE
NO S.E. CORRECTION.

2.2 Depth transitions when beginning and ending at a state route shall be coldmilled at the rate of 1" in 25', unless otherwise shown. When beginning or ending mid-route, including exceptions, shall be coldmilled at the rate of 1" in 50'.

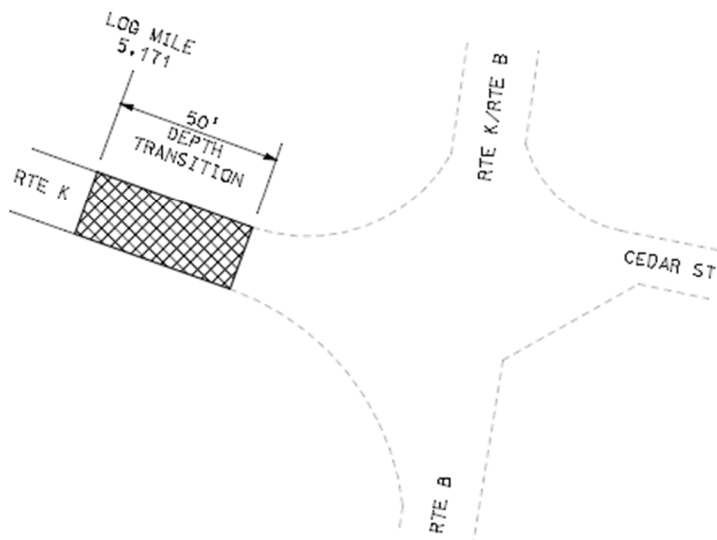
Job No.: JST0161
 Route: AD, ZZ, CC, K, BB, M, Y, Z
 County: New Madrid, Pemiscot, Dunklin



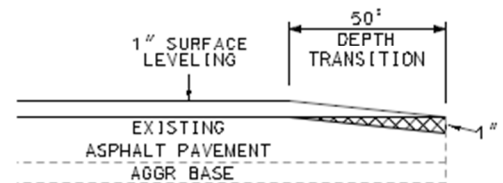
PLAN VIEW AT RTE A/THIRD ST



TYPICAL
 RTE K

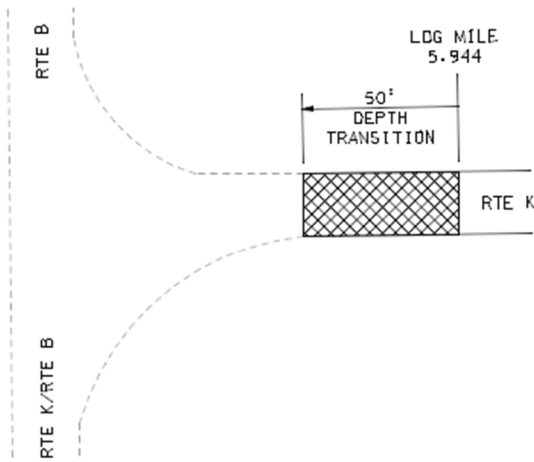


PLAN VIEW AT RTE B

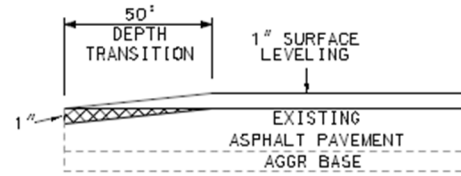


TYPICAL
 RTE K

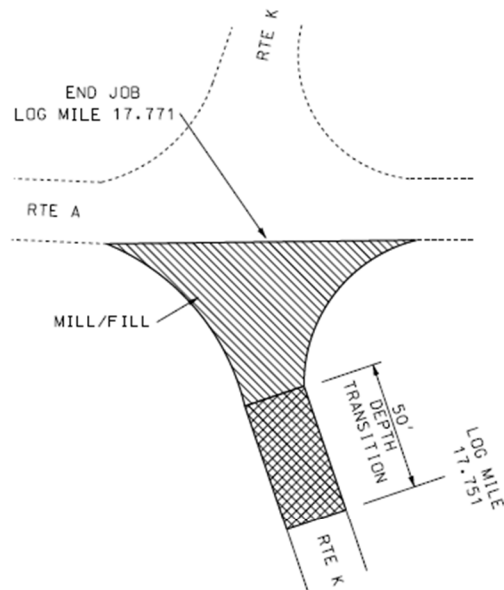
Job No.: JST0161
Route: AD, ZZ, CC, K, BB, M, Y, Z
County: New Madrid, Pemiscot, Dunklin



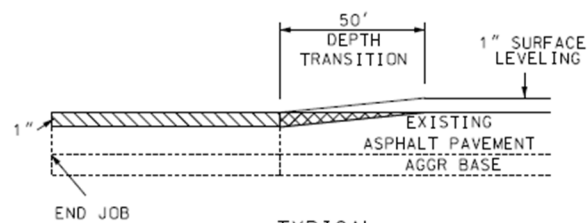
PLAN VIEW AT RTE B



TYPICAL
RTE K

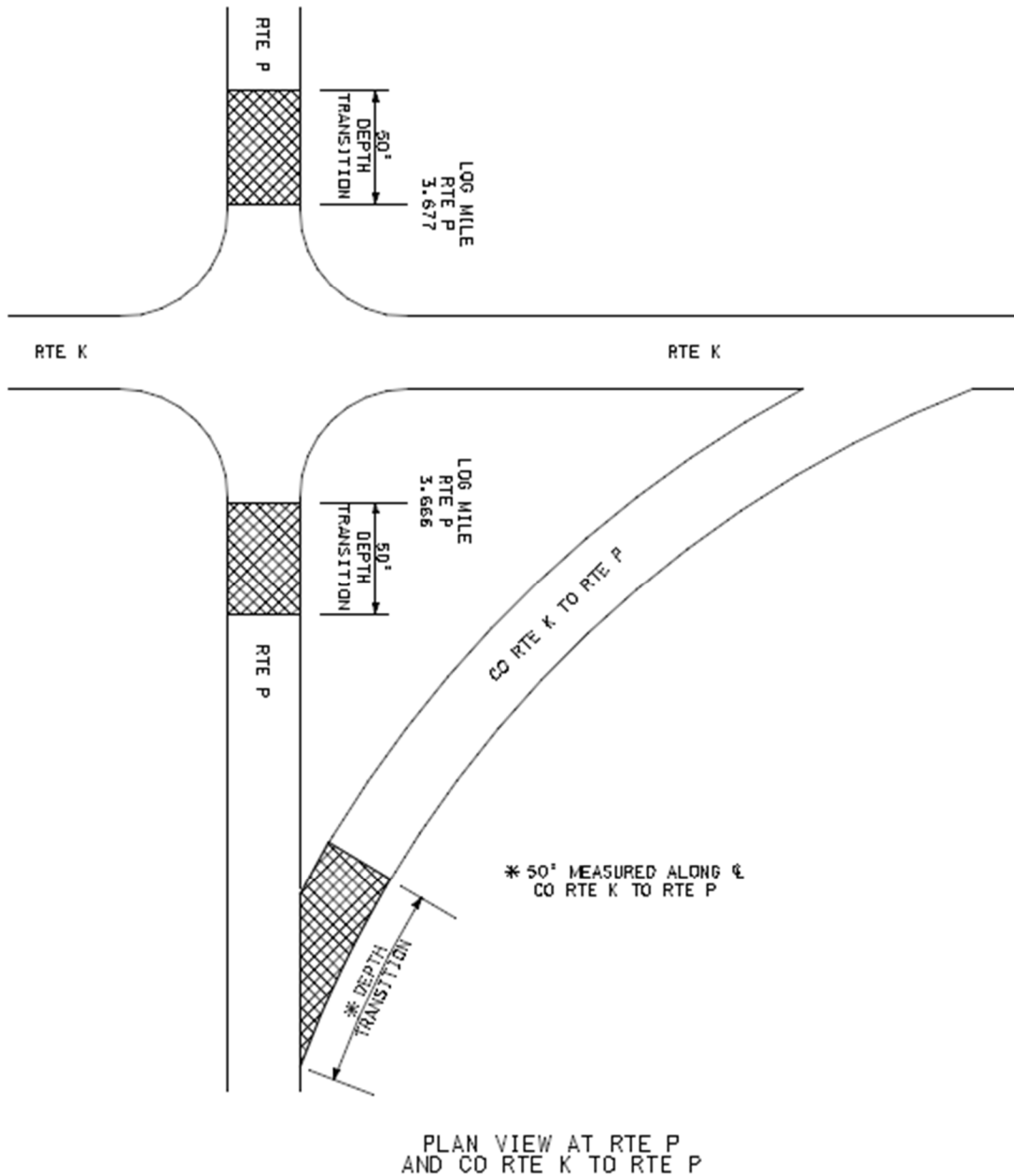


PLAN VIEW AT RTE A

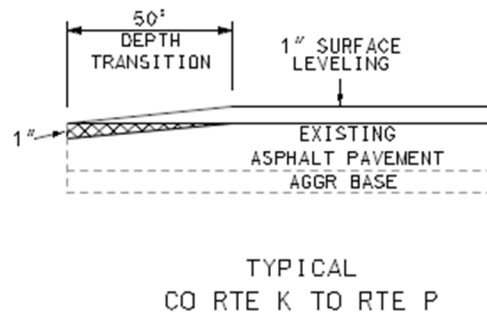
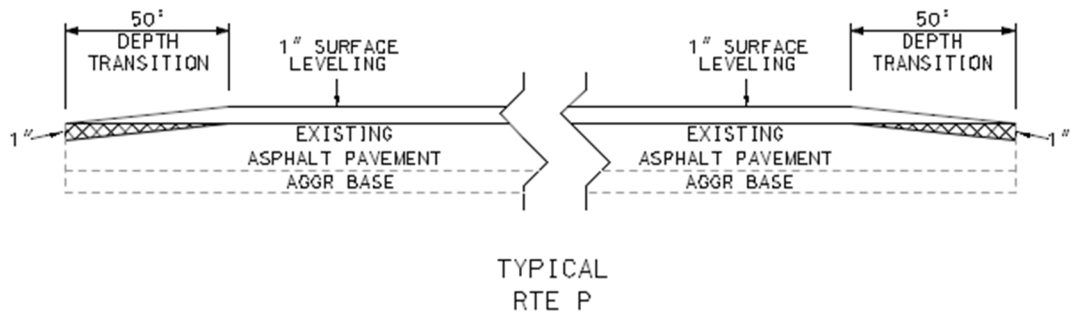


TYPICAL
RTE K

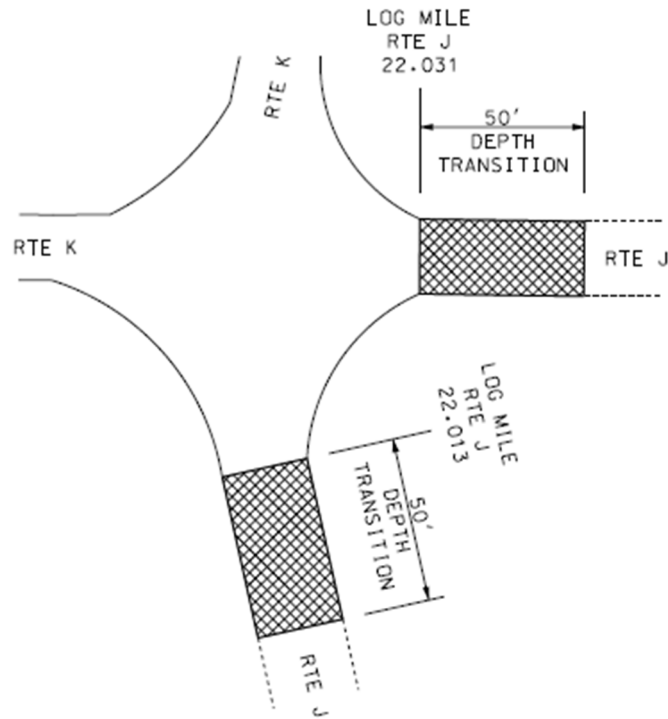
2.3 Coldmilling and pavement tapers at intersecting state routes and will vary. See quantities for the approximate paved approach and coldmilling areas. In addition, see transition area details below.



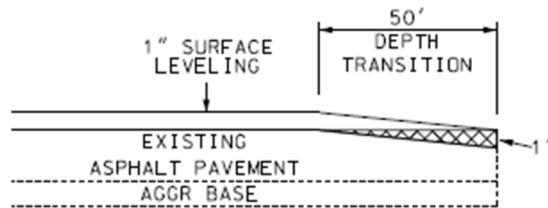
Job No.: JST0161
Route: AD, ZZ, CC, K, BB, M, Y, Z
County: New Madrid, Pemiscot, Dunklin



Job No.: JST0161
Route: AD, ZZ, CC, K, BB, M, Y, Z
County: New Madrid, Pemiscot, Dunklin



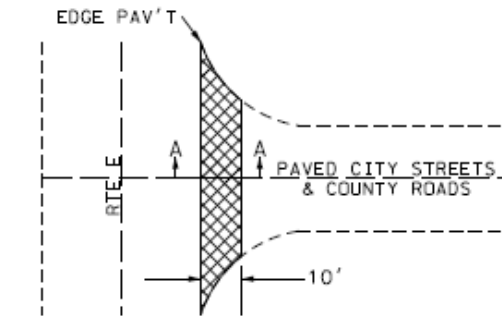
PLAN VIEW AT RTE J
RTE K LOG MILE 14.206



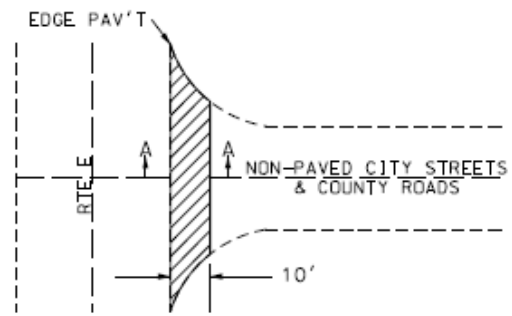
TYPICAL
RTE J

2.4 The bituminous pavement shall be tapered at entrances and non-state routes (see pavement taper details below).

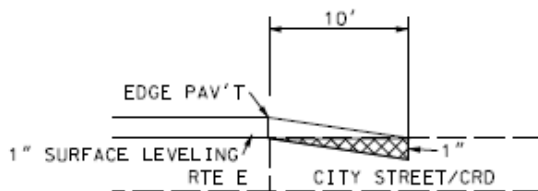
Job No.: JST0161
 Route: AD, ZZ, CC, K, BB, M, Y, Z
 County: New Madrid, Pemiscot, Dunklin



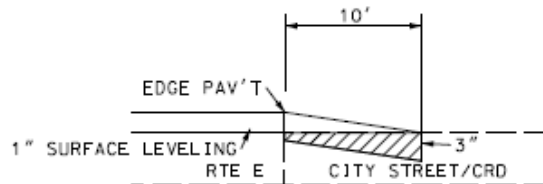
PLAN VIEW FOR PAVED CITY STREETS AND COUNTY ROADS



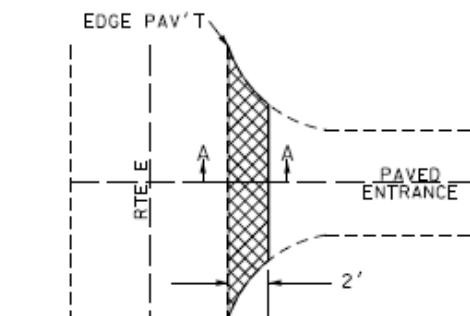
PLAN VIEW FOR NON-PAVED CITY STREETS AND COUNTY ROADS



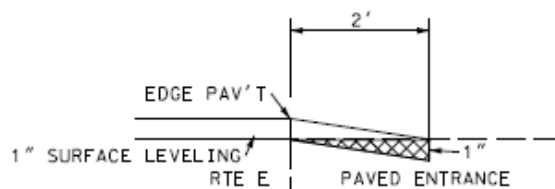
TYPICAL SECTION A-A



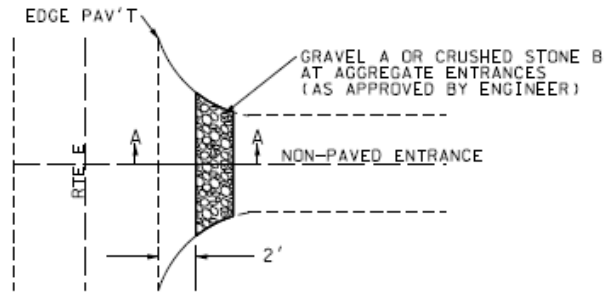
TYPICAL SECTION A-A



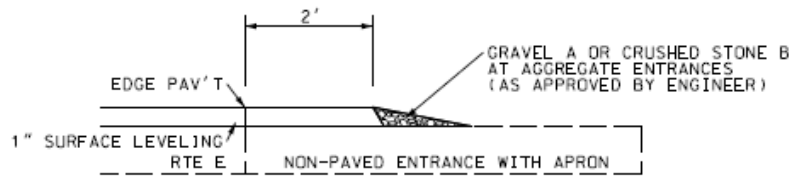
PLAN VIEW FOR PAVED PRIVATE AND COMMERCIAL ENTRANCES



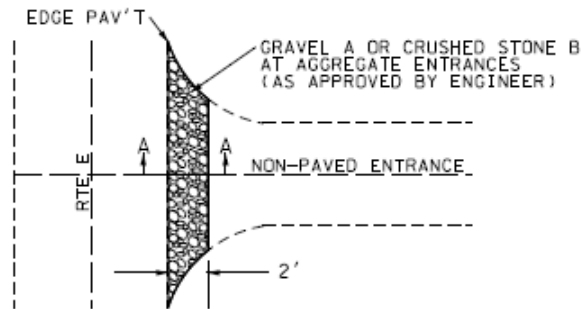
TYPICAL SECTION A-A



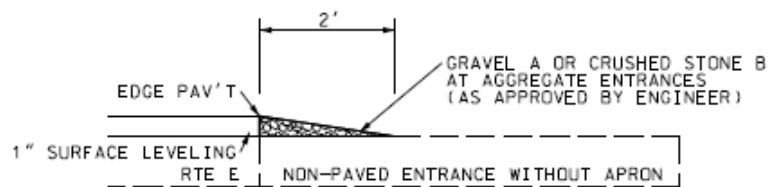
PLAN VIEW FOR NON-PAVED PRIVATE
 AND COMMERCIAL ENTRANCES WITH EXISTING APRON



TYPICAL
 SECTION A-A

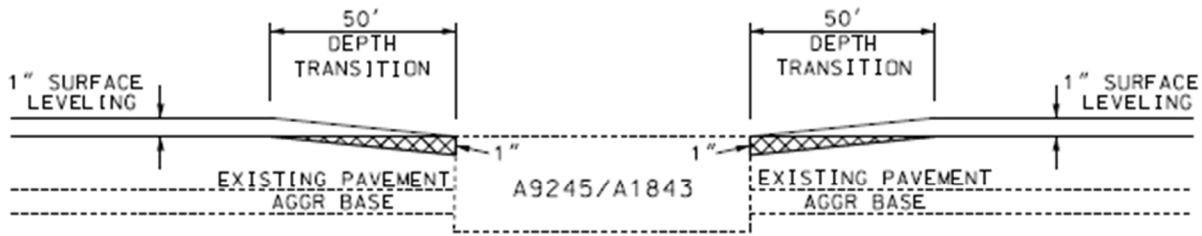


PLAN VIEW FOR NON-PAVED PRIVATE
 AND COMMERCIAL ENTRANCES WITHOUT EXISTING APRON

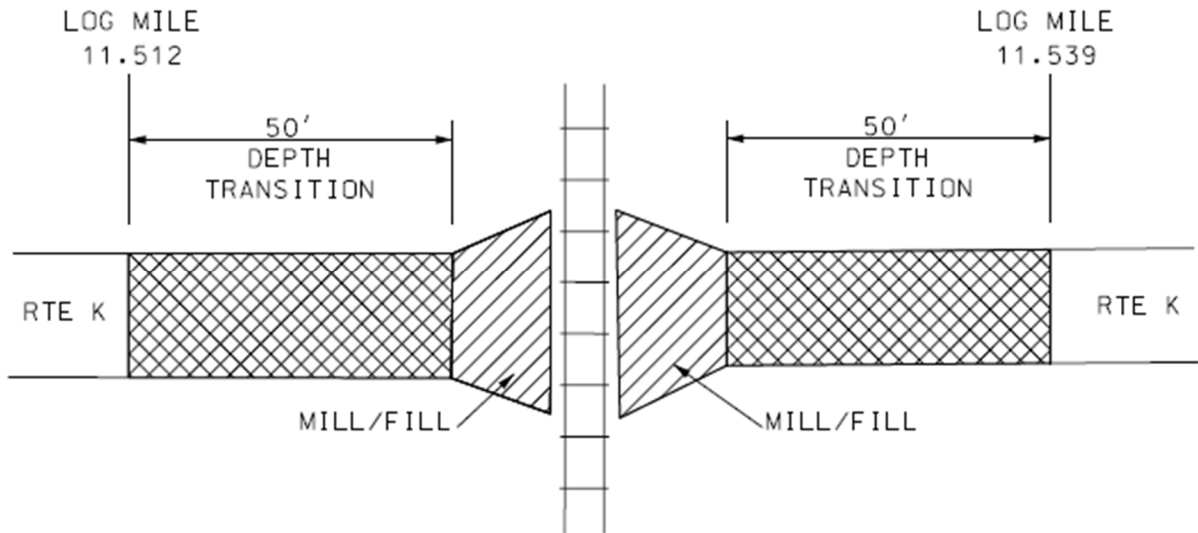


TYPICAL
 SECTION A-A

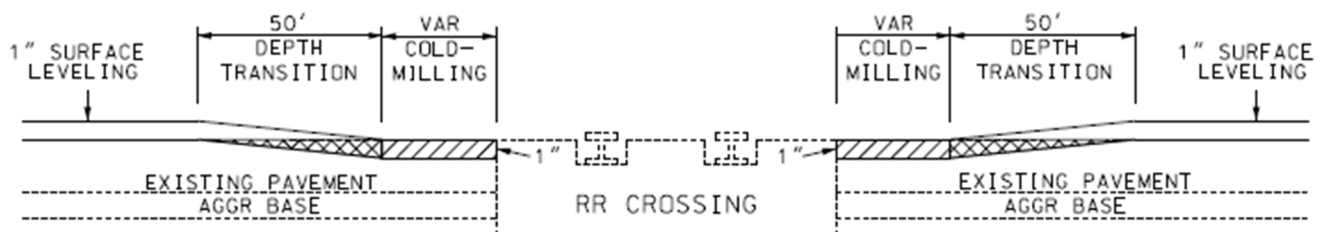
Job No.: JST0161
 Route: AD, ZZ, CC, K, BB, M, Y, Z
 County: New Madrid, Pemiscot, Dunklin



TYPICAL AT BRIDGE A9245/A1843
 (LM 10.807/15.907)



PLAN VIEW AT RR CROSSING



RTE K
 TYPICAL AT RAILROAD
 LOG MILE 11.525

Job No.: JST0161
Route: AD, ZZ, CC, K, BB, M, Y, Z
County: New Madrid, Pemiscot, Dunklin

3.0 Pavement, Coldmilling and Gravel Quantities.

3.1 Pavement quantities are as follows:

BITUMINOUS PAVEMENT MIXTURE PG64-22									
APPROX. LOG MILE		ROUTE	LOC	LENGTH (FT)	AVERAGE WIDTH (FT)	THICK (IN)	2.036 TON/CY QUANTITY (TONS)	.08 GAL/SY TACK COAT (GAL)	REMARKS
FROM	TO								
0.010	5.181	K	CL	27302.88	20	1	3431.40	4853.9	BEGIN JOB TO RTE B
5.934	10.794	K	CL	25660.80	20	1	3225.02	4561.9	RTE B TO BRIDGE A9245
10.832	11.521	K	CL	3637.92	20	1	457.21	646.7	BRIDGE A9245 TO RR CROSSING APPROACH
11.521	11.524	K	CL	15.84	VAR	1	2.42	3.4	RR CROSSING APPROACH (WEST)
11.527	11.530	K	CL	15.84	VAR	1	2.61	3.7	RR CROSSING APPROACH (EAST)
11.530	11.819	K	CL	1525.92	20	1	191.78	271.3	RR CROSSING APPROACH (EAST) TO RTE P
11.819	11.831	K	CL	63.36	VAR	1	13.20	18.7	INTERSECTION AT RTE P
11.831	14.195	K	CL	12481.92	20	1	1568.72	2219.0	RTE P TO RTE J
14.195	14.219	K	CL	126.72	VAR	1	48.14	68.1	INTERSECTION AT RTE J
14.219	15.896	K	CL	8854.56	20	1	1112.83	1574.1	RTE J TO BRIDGE A1843
15.917	17.760	K	CL	9731.04	20	1	1222.99	1730.0	BRIDGE A1843 TO RTE A
17.760	17.771	K	CL	58.08	VAR	1	19.11	27.0	END JOB
0.010	17.771	K	LT/RT	93778.08			226.44		SAFETY EDGE (2% OF ASPHALT)
0.010	17.771	K	CL	89474.88			2541.90		IRREGULARITIES (150 TONS/MILE)
11.825		K	LT	50	20	1	6.28	8.9	RTE P (NORTH)
11.825		K	RT	50	20	1	6.28	8.9	RTE P (SOUTH)
11.868		K	CL	333.000	17	1	35.57	50.3	CO RTE K TO RTE P
14.207		K	RT	50	22	1	6.91	9.8	RTE J (EAST)
14.207		K	RT	50	22	1	6.91	9.8	RTE J (SOUTH)
0.010	17.771	K	LT/RT	2	VAR	1	4.78	6.8	PAVED PRIVATE/COMMERCIAL ENTRANCES
0.010	17.771	K	LT/RT	2	VAR	1	10.08	14.3	NON-PAVED PRIVATE/COMMERCIAL ENTRANCES W/ EXISTING APRON
0.010	17.771	K	LT/RT	10	VAR	1	8.63	12.2	PAVED CITY STREETS/COUNTY ROADS
0.010	17.771	K	LT/RT	10	VAR	3	323.48		NON-PAVED CITY STREETS/COUNTY ROADS
						Total	14473.40	16098.7	
						USE	14473.5	16099	

Job No.: JST0161
Route: AD, ZZ, CC, K, BB, M, Y, Z
County: New Madrid, Pemiscot, Dunklin

3.2 Coldmilling Quantities are as follows:

COLDMILLING								
APPROX. LOG MILE		ROUTE	LOC	LENGTH (FT)	AVERAGE WIDTH (FT)	MODIFIED COLDMILLING (DEPTH TRANSITIONS) (SQYD)	COLDMILLING 3" OR LESS (SQYD)	REMARKS
FROM	TO							
0.010	0.020	K	CL	50	20	111.1		BEGIN JOB
5.171	5.181	K	CL	50	20	111.1		END AT RTE B
5.934	5.944	K	CL	50	20	111.1		BEGIN AT RTE B
10.784	10.794	K	CL	50	20	111.1		BEFORE BRIDGE A9245
10.832	10.842	K	CL	50	20	111.1		AFTER BRIDGE A9245
11.512	11.521	K	CL	50	20	111.1		BEFORE RR CROSSING
11.521	11.524	K	CL	15.84	VAR		42.8	BEFORE RR CROSSING
11.527	11.530	K	CL	15.84	VAR		46.2	AFTER RR CROSSING
11.530	11.539	K	CL	50	20	111.1		AFTER RR CROSSING
11.825		K	LT	50	20	111.1		RTE P (NORTH)
11.825		K	RT	50	20	111.1		RTE P (SOUTH)
11.868		K	CL	50	17	94.4		CO RTE K TO RTE P
14.207		K	RT	50	22	122.2		RTE J (EAST)
14.207		K	RT	50	22	122.2		RTE J (SOUTH)
15.886	15.896	K	CL	50	20	111.1		BEFORE BRIDGE A1843
15.917	15.927	K	CL	50	20	111.1		AFTER BRIDGE A1843
17.751	17.760	K	CL	50	20	111.1		AT RTE A
17.760	17.771	K	CL	58.08	VAR		337.9	END JOB
0.010	17.771	K	LT/RT	2	VAR	84.5		PAVED PRIVATE/COMMERCIAL ENTRANCES
0.010	17.771	K	LT/RT	10	VAR	152.5		PAVED CITY STREETS/COUNTY ROADS
					Total	1909.2	426.9	
					USE	1910	427	

Job No.: JST0161
Route: AD, ZZ, CC, K, BB, M, Y, Z
County: New Madrid, Pemiscot, Dunklin

3.3 Gravel Quantities are as follows:

AGGREGATE EDGE TREATMENT AND GRAVEL							
APPROX. LOG MILE		ROUTE	LOC	LENGTH (FT)	PERM AGG EDGE TREATMENT (TONS)	GRAVEL A OR CRUSHED STONE B (TONS)	REMARKS
FROM	TO						
0.010	17.771	K	LT/RT	93778.08	2829.85		
0.010	17.771	K	LT/RT	93778.08		12.6	NON-PAVED PRIVATE/COMMERCIAL ENT. W/ EXIST. APRON
0.010	17.771	K	LT/RT	93778.08		48.6	NON-PAVED PRIVATE/COMMERCIAL ENT. W/O EXIST. APRON
				Total	2829.85	61.2	
				Use	2830.0	62	

4.0 Temporary Traffic Control Plans. See [Standard Plans 616.20](#) for standard temporary traffic control requirements.

4.1 Construction signs and channelizers are as follows:

CONSTRUCTION SIGNING AND CHANNELIZERS						
SIGN NO.	SIGN	SIZE (in.)	AREA (FT.2)	QTY.	TOTAL AREA	DESCRIPTION
1	GO20-1	60 X 24	10	2	20	ROAD WORK NEXT 18 MILES
2	WO20-1	48 X 48	16	14	224	ROAD WORK AHEAD
7	WO20-4	48 X 48	16	14	224	ONE LANE ROAD AHEAD
8	WO20-7a	48 X 48	16	14	224	FLAGGER (SYMBOL)
26	GO20-2	48 X 24	8	2	16	END ROAD WORK
35	WO8-12	48 X 48	16	18	288	NO CENTER LINE
36	WO8-11	48 X 48	16	34	544	UNEVEN LANES
53	GO20-4	36 X 18	4.5	1	4.5	PILOT CAR FOLLOW ME
58	GO20-4a	42 X 30	8.75	3	26.25	PILOT CAR IN USE WAIT & FOLLOW
58	GO20-4a	18 X 12	1.5	11	16.5	PILOT CAR IN USE WAIT & FOLLOW
59	CONST-8	48 X 36	12	2	24	WORK ZONE NO PHONE ZONE
	GO22-1	21 X 15	2.19	4	8.76	WET PAINT (ARROW PIVOTS)
					1620.01	CONSTRUCTION SIGNS SUBTOTAL
ITEM NO. 616-10.05					1621	USE
ITEM NO. 616-10.25					100	CHANNELIZERS (TRIM-LINE)
REFER TO STANDARD PLANS 616.10 AND 903.03 FOR SIGN AND SIGN MOUNTING REQUIREMENTS.						

4.2 Mobilization is as follows:

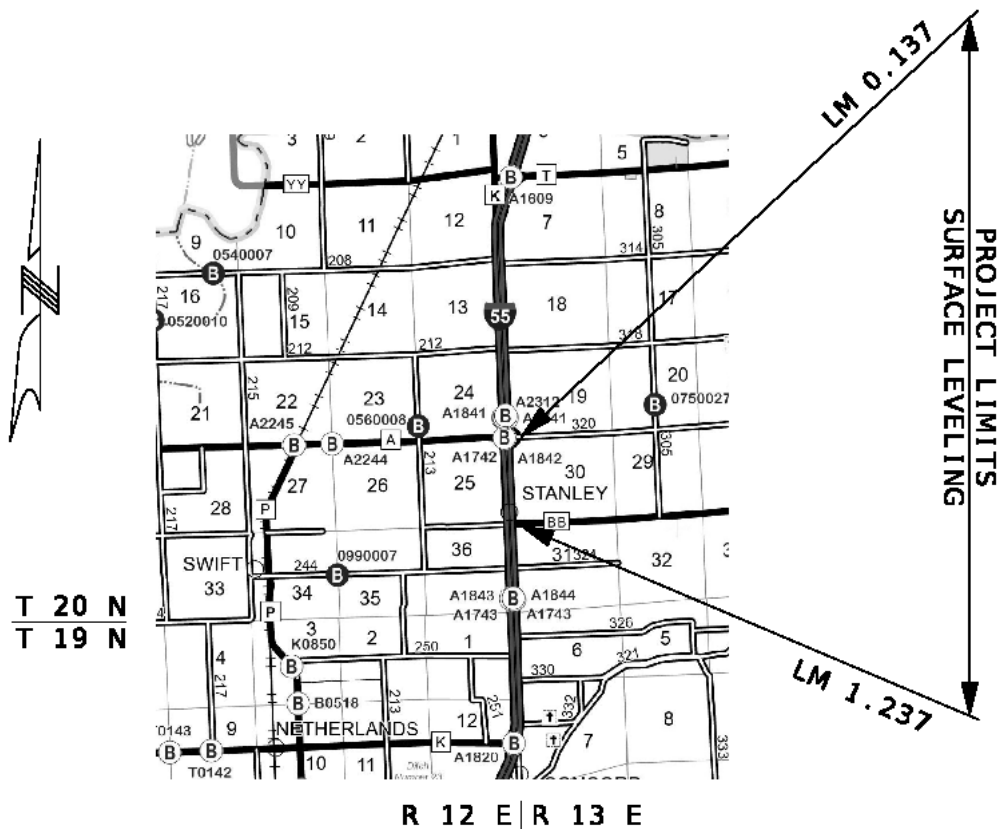
ITEM NO.	QTY.	DESCRIPTION
618-10.00	LUMP SUM 1	MOBILIZATION

5.0 Pavement Marking. Pavement marking quantities are as follows:

PAVEMENT MARKING								
APPROX. LOG MILE		ROUTE	CLASS 1 PAVEMENT MARKING PAINT (18-MIL, TYPE P BEADS)			PREFORMED THERMOPLASTIC		REMARKS
			4" INT. YELLOW (LF)	4" SOLID YELLOW (LF)	4" SOLID WHITE (LF)	24" WHITE (LF)	RR CROSSING (EACH)	
FROM	TO							
0.01	17.771	K	21632.2	16811.5	0.0	20	2	
		Total	38444		0	20	2	

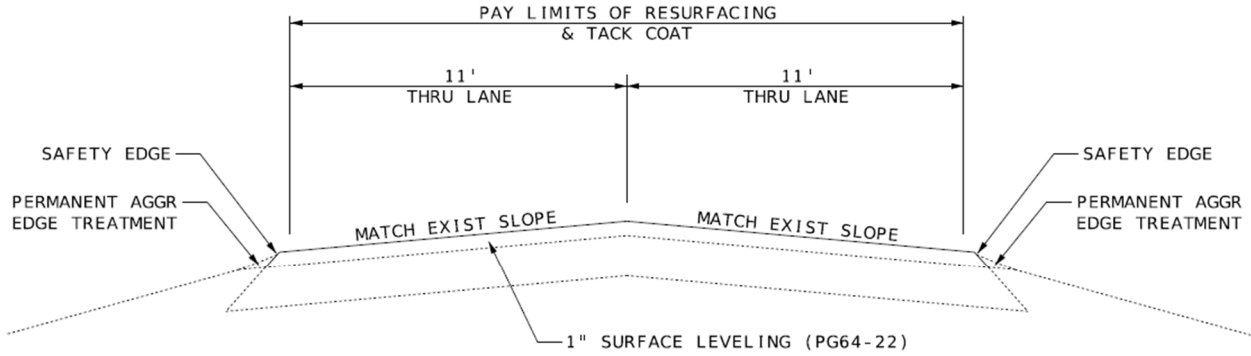
J. Project Details and Quantities – Rte BB – Pemiscot

1.0 Description. This project consists of applying a plant mix bituminous pavement (surface leveling) as described here in. The project limits are from Log Mile 0.137 to Log Mile 1.237. The total length of pavement limits are 1.100 miles with a total average width of 21 feet.



2.0 Mix and Pavement Transitions.

2.1 1" Plant Mix Bituminous Surface PG 64-22 pavement shall be placed the entire width of the lanes, one pass per lane with no superelevation correction. Tack coat shall be applied at the rate of 0.08 gal/yd² the entire width of the traveled way for the length of the pavement limits.



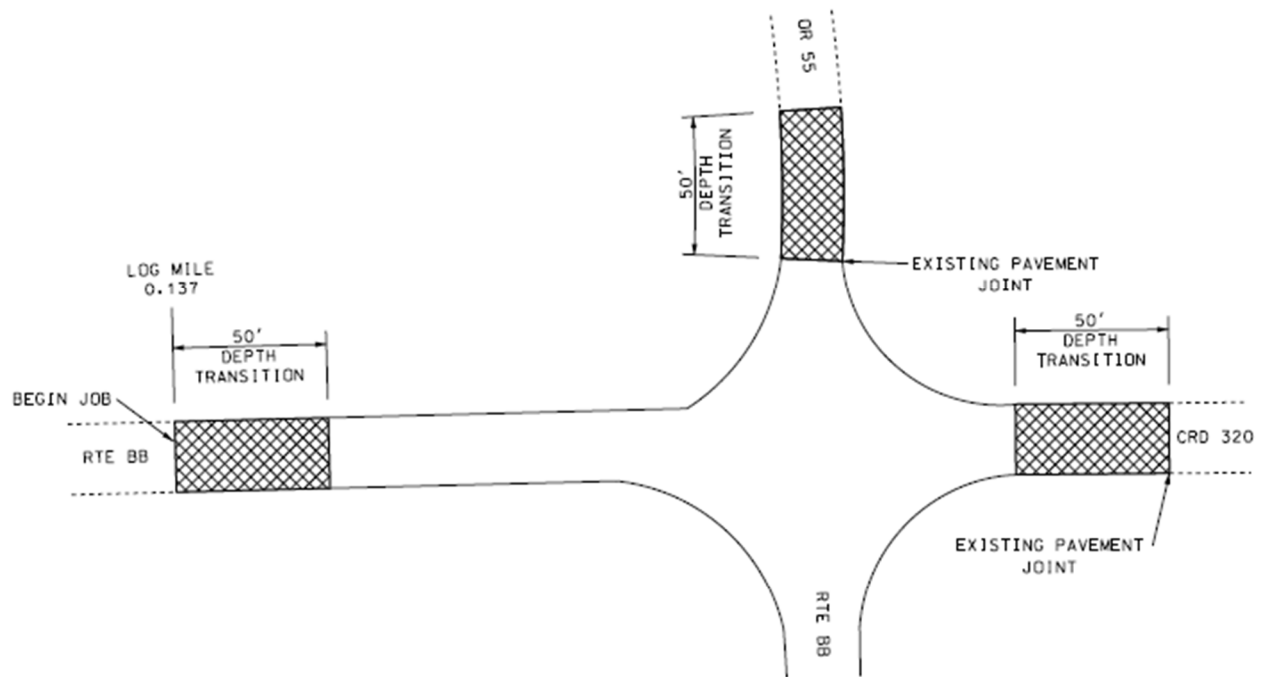
TYPICAL SECTION

NOTE:
SURFACE PLACEMENT SHALL BE ONE PASS PER LANE
NO S.E. CORRECTION.

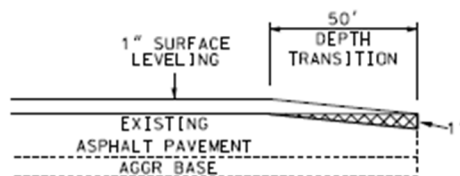
2.2 Depth transitions when beginning and ending at a state route shall be coldmilled at the rate of 1" in 25', unless otherwise shown. When beginning or ending mid-route, including exceptions, shall be coldmilled at the rate of 1" in 50'.

2.3 Coldmilling and pavement tapers at intersecting state routes will vary. See quantities for the approximate paved approach and coldmilling areas (see transition area details below).

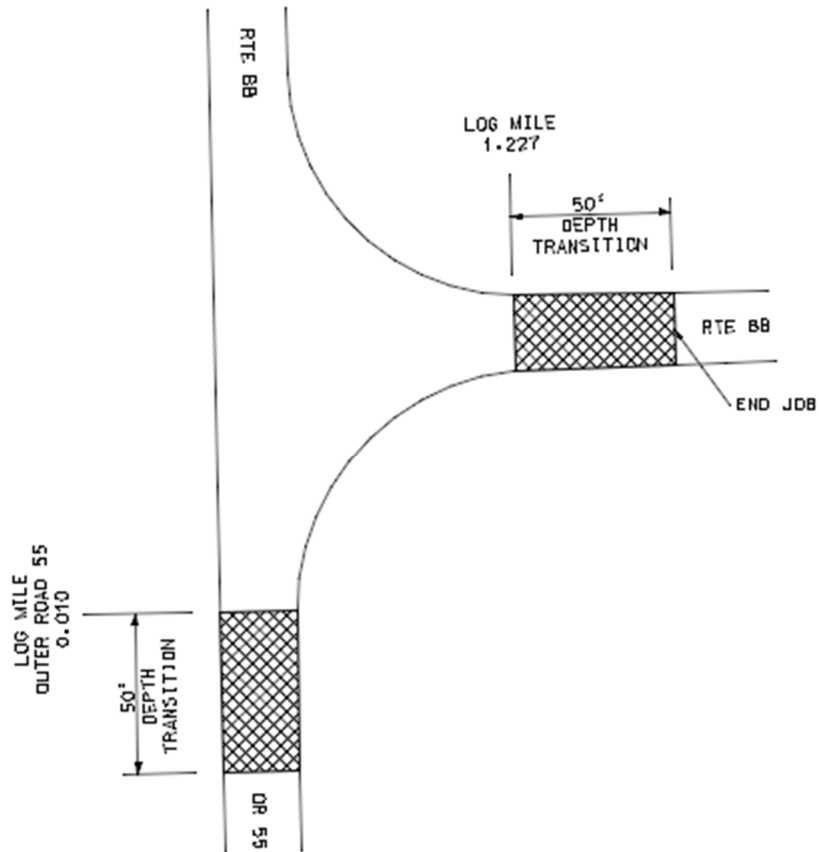
Job No.: JST0161
Route: AD, ZZ, CC, K, BB, M, Y, Z
County: New Madrid, Pemiscot, Dunklin



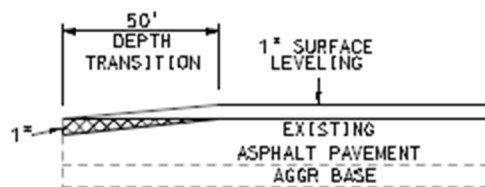
PLAN VIEW AT OUTER ROAD 55
RTE BB LOG MILE 0.177



TYPICAL
RTE BB/OR 55/CRD 320



PLAN VIEW AT RTE BB/OUTER ROAD 55
 RTE BB LOG MILE 1.218



TYPICAL
 RTE BB/DR 55

Job No.: JST0161
Route: AD, ZZ, CC, K, BB, M, Y, Z
County: New Madrid, Pemiscot, Dunklin

3.0 Pavement, Coldmilling and Gravel Quantities.

3.1 Pavement quantities are as follows:

BITUMINOUS PAVEMENT MIXTURE PG64-22									
APPROX. LOG MILE		ROUTE	LOC	LENGTH (FT)	AVERAGE WIDTH (FT)	THICK (IN)	2.036	.08 GAL/SY	REMARKS
FROM	TO						TON/CY QUANTITY (TONS)	TACK COAT (GAL)	
0.137	0.164	BB	CL	142.56	21	1	18.81	26.6	BEGIN JOB TO OUTER ROAD 55/CRD 320
0.164	0.189	BB	CL	132.00	VAR	1	48.32	68.4	INTERSECTION AT OUTER ROAD 55/CRD 320
0.189	1.205	BB	CL	5364.48	21	1	707.91	1001.4	OUTER ROAD 55/CRD 320 TO RTE BB (EAST)
1.205	1.227	BB	CL	116.00	VAR	1	34.99	49.5	INTERSECTION AT RTE BB (EAST)
1.227	1.237	BB	CL	50	20	1	6.28	8.9	END JOB
0.177		BB	LT	50	21	1	6.60	9.3	OUTER ROAD 55 (NORTH)
0.177		BB	LT	50	21	1	6.60	9.3	CRD 320 (EAST)
1.218		BB	RT	50	21	1	6.60	9.3	OUTER ROAD 55 (SOUTH)
0.137	1.237	BB	LT/RT	5808			16.72		SAFETY EDGE (2% OF ASPHALT)
0.137	1.237	BB	CL	5808			165.00		IRREGULARITIES (150 TONS/MILE)
						Total	1017.83	1182.7	
						USE	1018.0	1183	

3.2 Coldmilling Quantities are as follows:

MODIFIED COLDMILLING							
APPROX. LOG MILE		ROUTE	LOC	LENGTH (FT)	AVERAGE WIDTH (FT)	MODIFIED	REMARKS
FROM	TO					COLDMILLING (DEPTH TRANSITIONS) (SQYD)	
0.137	0.147	BB	CL	50	21	116.7	BEGIN JOB
1.227	1.237	BB	CL	50	20	111.1	END JOB
0.177		BB	LT	50	21	116.7	OUTER ROAD 55 (NORTH)
0.177		BB	LT	50	21	116.7	CRD 320 (EAST)
1.218		BB	RT	50	21	116.7	OUTER ROAD 55 (SOUTH)
					Total	577.8	
					USE	578	

Job No.: JST0161
Route: AD, ZZ, CC, K, BB, M, Y, Z
County: New Madrid, Pemiscot, Dunklin

3.2 Gravel Quantities are as follows:

AGGREGATE EDGE TREATMENT AND GRAVEL						
APPROX. LOG MILE		ROUTE	LOC	LENGTH (FT)	PERM AGG EDGE TREATMENT	REMARKS
FROM	T0				(TONS)	
0.137	1.237	BB	LT/RT	5808.00	182.84	
				Total	182.84	
				Use	182.9	

4.0 Temporary Traffic Control Plans. See [Standard Plans 616.20](#) for standard temporary traffic control requirements.

4.1 Construction signs and channelizers are as follows:

CONSTRUCTION SIGNING AND CHANNELIZERS						
SIGN NO.	SIGN	SIZE (in.)	AREA (FT.2)	QTY.	TOTAL AREA	DESCRIPTION
2	WO20-1	48 X 48	16	5	80	ROAD WORK AHEAD
7	WO20-4	48 X 48	16	5	80	ONE LANE ROAD AHEAD
8	WO20-7a	48 X 48	16	5	80	FLAGGER (SYMBOL)
35	WO8-12	48 X 48	16	2	32	NO CENTER LINE
36	WO8-11	48 X 48	16	4	64	UNEVEN LANES
53	GO20-4	36 X 18	4.5	1	4.5	PILOT CAR FOLLOW ME
58	GO20-4a	42 X 30	8.75	1	8.75	PILOT CAR IN USE WAIT & FOLLOW
58	GO20-4a	18 X 12	1.5	3	4.5	PILOT CAR IN USE WAIT & FOLLOW
59	CONST-8	48 X 36	12	2	24	WORK ZONE NO PHONE ZONE
	GO22-1	21 X 15	2.19	4	8.76	WET PAINT (ARROW PIVOTS)
					386.51	CONSTRUCTION SIGNS SUBTOTAL
ITEM NO. 616-10.05					387	USE
ITEM NO. 616-10.25					10	CHANNELIZERS (TRIM-LINE)
REFER TO STANDARD PLANS 616.10 AND 903.03 FOR SIGN AND SIGN MOUNTING REQUIREMENTS.						

4.2 Mobilization is as follows:

ITEM NO.	QTY.	DESCRIPTION
618-10.00	LUMP SUM 1	MOBILIZATION

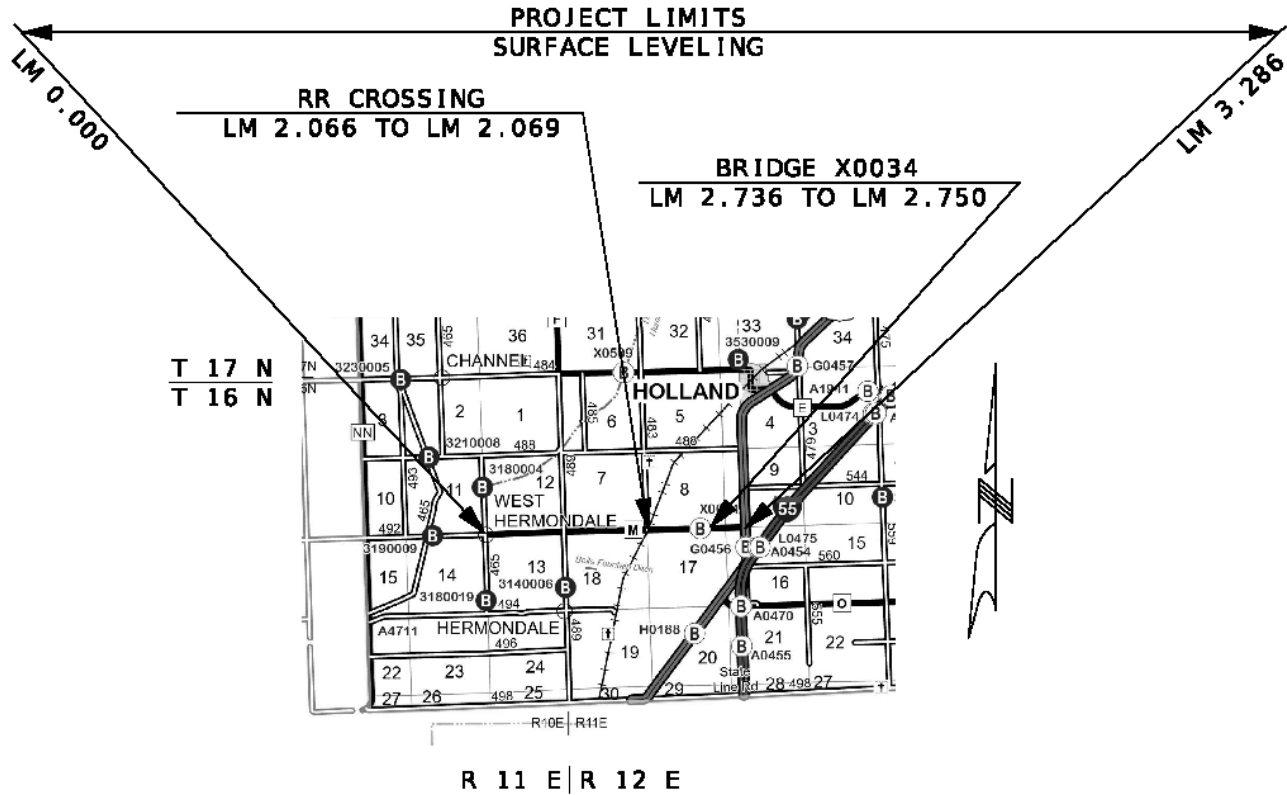
Job No.: JST0161
Route: AD, ZZ, CC, K, BB, M, Y, Z
County: New Madrid, Pemiscot, Dunklin

5.0 Pavement Marking. Pavement marking quantities are as follows:

PAVEMENT MARKING							
APPROX. LOG MILE		ROUTE	LENGTH (FT)	CLASS 1 PAVEMENT MARKING PAINT (18-MIL, TYPE P BEADS)			REMARKS
				4" INT. YELLOW (LF)	4" SOLID YELLOW (LF)	4" SOLID WHITE (LF)	
FROM	TO						
0.137	.020 OR 55	BB	5818.56	1179.9	3205.0	0.0	
			Total	4385		0	

K. Project Details and Quantities – Rte M – Pemiscot

1.0 Description. This project consists of applying a plant mix bituminous pavement (surface leveling) as described here in. The project limits are from Log Mile 0.000 to 3.286. The total length of pavement limits are 3.286 miles with a total average width of 18 feet.



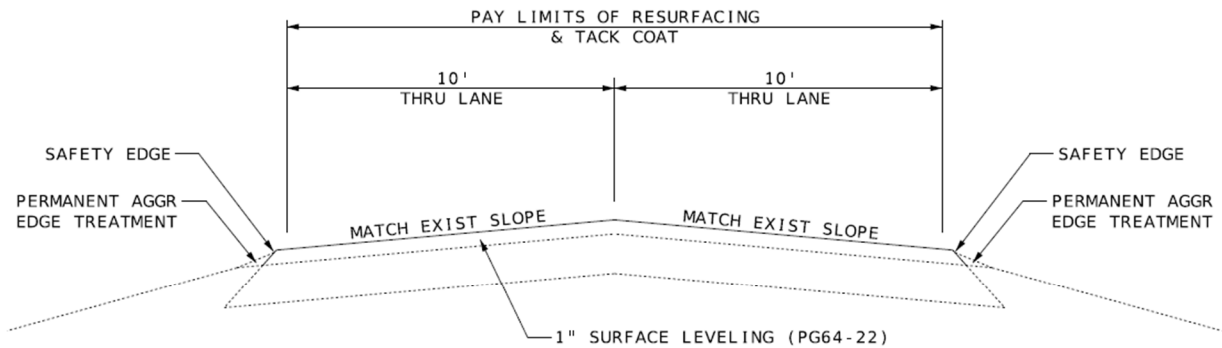
Pavement will not be placed at the following exception locations listed below:

EXCEPTIONS			
APPROX. LOG MILE		Length (FT)	COMMENTS/BRIDGE NUMBERS
FROM	TO		
2.066	2.069	15.84	RR Crossing
2.736	2.750	73.92	Bridge X0034
	TOTAL	89.76	

2.0 Mix and Pavement Transitions.

2.1 1" Plant Mix Bituminous Surface PG 64-22 pavement shall be placed the entire width of the lanes, one pass per lane with no superelevation correction. Tack coat shall be applied at the rate of 0.08 gal/yd² the entire width of the traveled way for the length of the pavement limits.

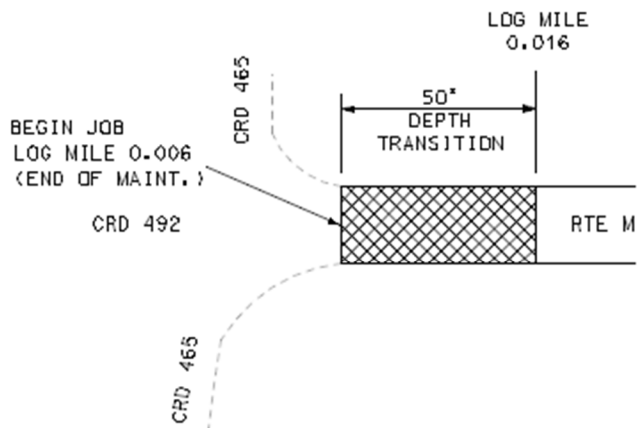
Job No.: JST0161
 Route: AD, ZZ, CC, K, BB, M, Y, Z
 County: New Madrid, Pemiscot, Dunklin



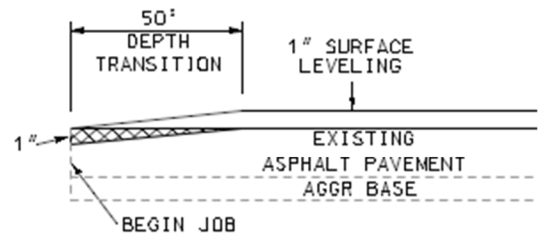
TYPICAL SECTION

NOTE:
 SURFACE PLACEMENT SHALL BE ONE PASS PER LANE
 NO S.E. CORRECTION.

2.2 Depth transitions when beginning and ending at a state route shall be coldmilled at the rate of 1" in 25', unless otherwise shown. When beginning or ending mid-route, including exceptions, shall be coldmilled at the rate of 1" in 50'.

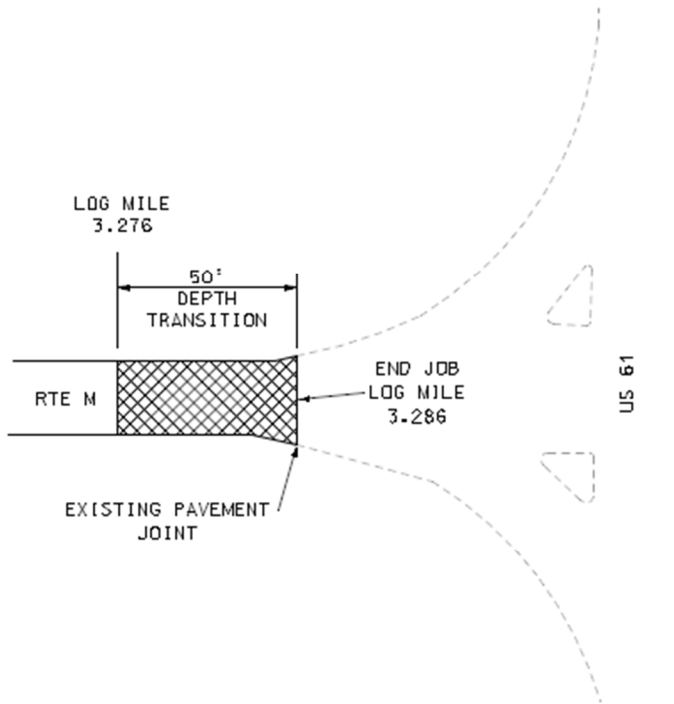


PLAN VIEW AT CRD 492/CRD 465

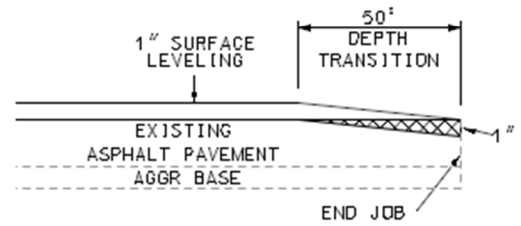


TYPICAL
 RTE M

Job No.: JST0161
Route: AD, ZZ, CC, K, BB, M, Y, Z
County: New Madrid, Pemiscot, Dunklin



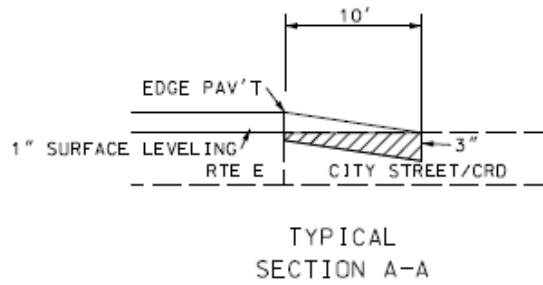
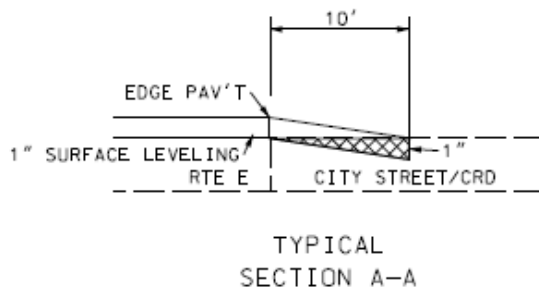
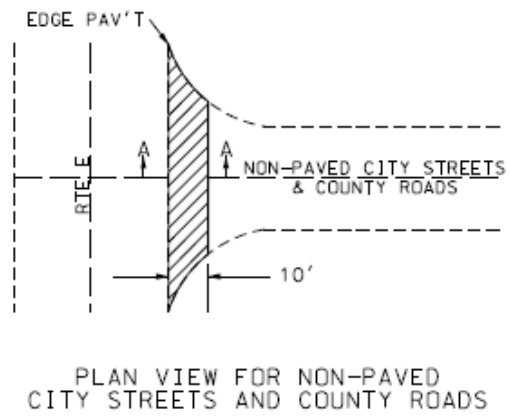
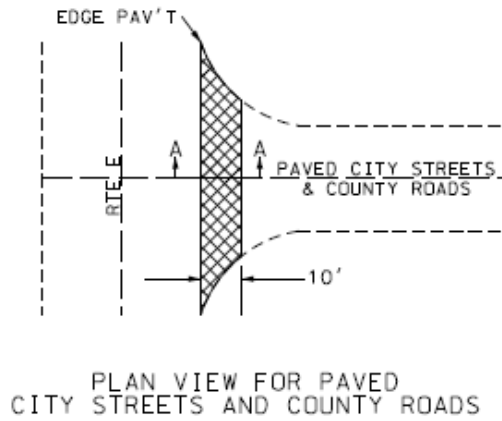
PLAN VIEW AT US 61

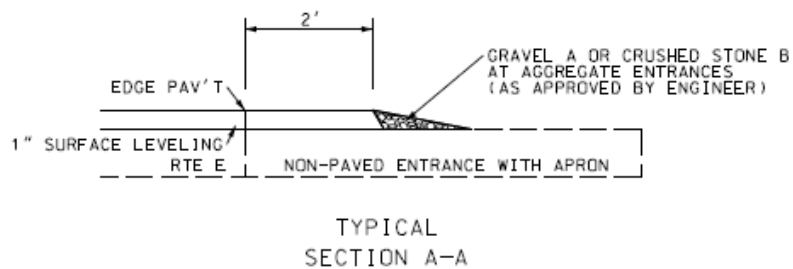
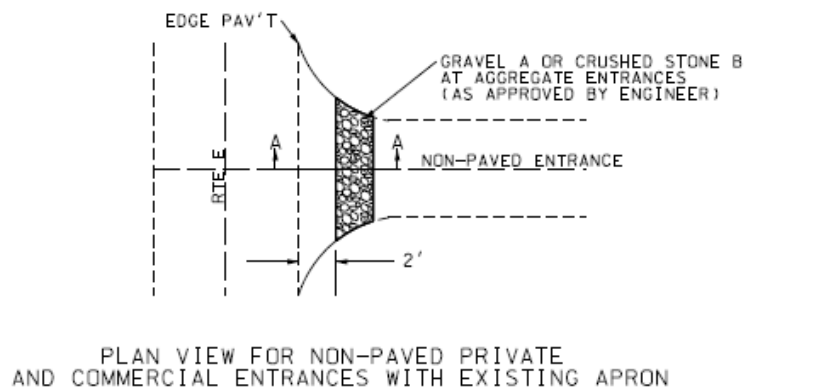
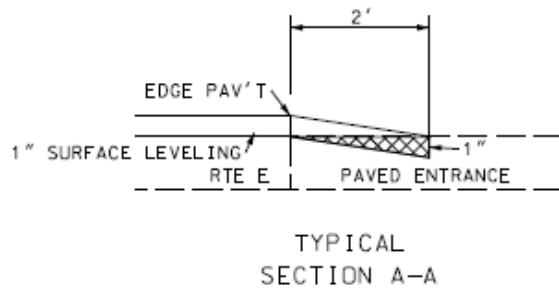
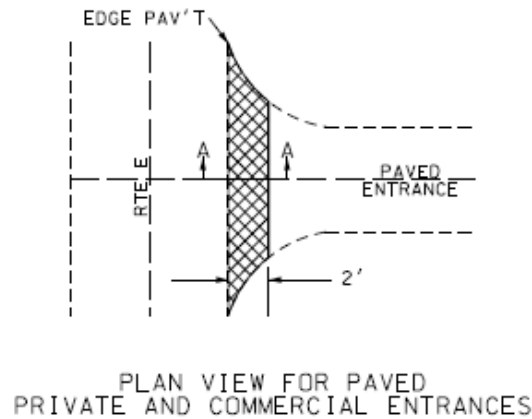


TYPICAL
RTE M

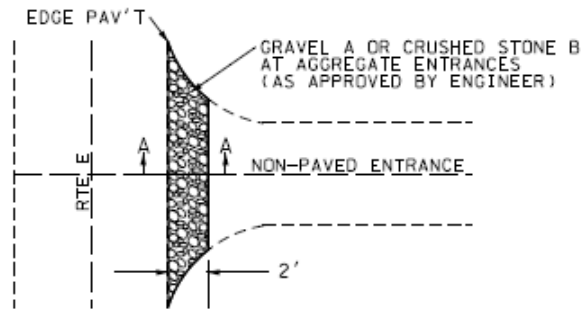
2.4 The bituminous pavement shall be tapered at entrances and non-state routes (see pavement taper details below).

Job No.: JST0161
 Route: AD, ZZ, CC, K, BB, M, Y, Z
 County: New Madrid, Pemiscot, Dunklin

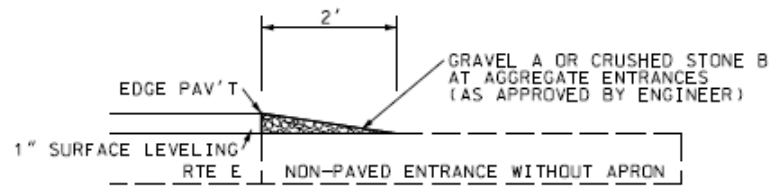




Job No.: JST0161
Route: AD, ZZ, CC, K, BB, M, Y, Z
County: New Madrid, Pemiscot, Dunklin

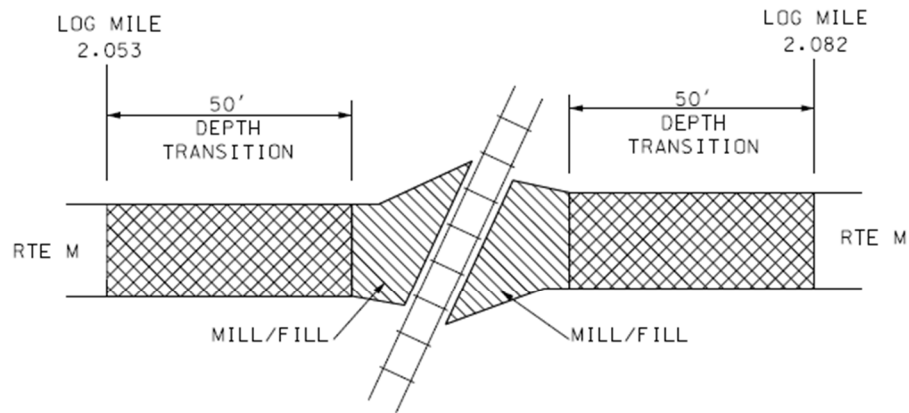


PLAN VIEW FOR NON-PAVED PRIVATE
AND COMMERCIAL ENTRANCES WITHOUT EXISTING APRON

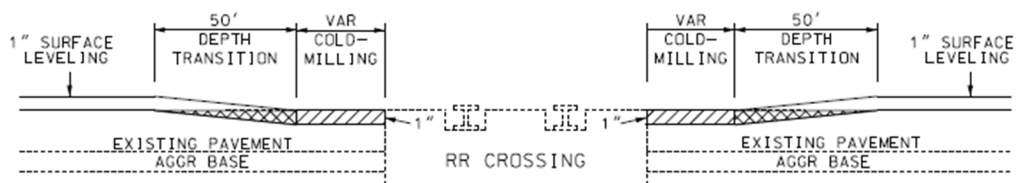


TYPICAL
SECTION A-A

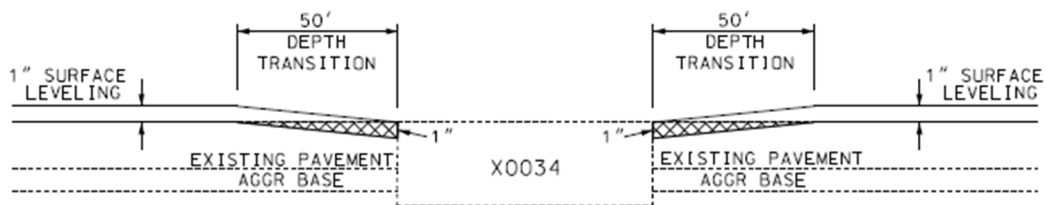
Job No.: JST0161
 Route: AD, ZZ, CC, K, BB, M, Y, Z
 County: New Madrid, Pemiscot, Dunklin



PLAN VIEW AT RR CROSSING



RTE M
 TYPICAL AT RAILROAD
 LOG MILE 2.068



TYPICAL AT BRIDGE X0034
 (LM 2.743)

Job No.: JST0161
Route: AD, ZZ, CC, K, BB, M, Y, Z
County: New Madrid, Pemiscot, Dunklin

3.0 Pavement, Coldmilling and Gravel Quantities.

3.1 Pavement quantities are as follows:

BITUMINOUS PAVEMENT MIXTURE PG64-22									
APPROX. LOG MILE		ROUTE	LOC	LENGTH (FT)	AVERAGE WIDTH (FT)	THICK (IN)	2.036 TON/CY	.08 GAL/SY	REMARKS
FROM	TO						QUANTITY (TONS)	TACK COAT (GAL)	
0.006	2.063	M	CL	10860.96	20	1	1364.99	1930.84	BEGIN JOB TO RR CROSSING APPROACH
2.063	2.066	M	CL	15.84	20	1	2.62	3.71	RR CROSSING APPROACH (WEST)
2.069	2.072	M	CL	15.84	20	1	2.38	3.37	RR CROSSING APPROACH (EAST)
2.072	2.736	M	CL	3505.92	20	1	440.62	623.27	RR CROSSING APPROACH (EAST) TO BRIDGE X0034
2.75	3.286	M	CL	2830.08	20	1	355.68	503.13	BRIDGE X0034 TO END JOB
0.006	3.286	M	LT/RT	17318.40			43.33		SAFETY EDGE (2% OF ASPHALT)
0.006	3.286	M	CL	17318.40			489.45		IRREGULARITIES (150 TONS/MILE)
0.006	3.286	M	LT/RT	2	VAR	1	4.70	6.67	PAVED PRIVATE/COMMERCIAL ENTRANCES
0.006	3.286	M	LT	2	VAR	1	0.60	0.85	NON-PAVED PRIVATE/COMMERCIAL ENT. W/ EXIST. APRON
0.006	3.286	M	LT/RT	10	VAR	3	30.86		NON-PAVED CITY STREETS/COUNTY ROADS
						Total	2735.23	3071.80	
						USE	2735.5	3072	

3.2 Coldmilling Quantities are as follows:

COLDMILLING								
APPROX. LOG MILE		ROUTE	LOC	LENGTH (FT)	AVERAGE WIDTH (FT)	MODIFIED COLDMILLING (DEPTH TRANSITIONS) (SQYD)	COLDMILLING 3" OR LESS (SQYD)	REMARKS
FROM	TO							
0.006	0.016	M	CL	50	20	111.1		BEGIN JOB
2.053	2.063	M	CL	50	20	111.1		BEFORE RR CROSSING
2.063	2.066	M	CL	15.84	VAR		46.3	BEFORE RR CROSSING
2.069	2.072	M	CL	15.84	VAR		42.1	AFTER RR CROSSING
2.072	2.082	M	CL	50	20	111.1		AFTER RR CROSSING
2.636	2.736	M	CL	50	20	111.1		BEFORE BRIDGE X0034
2.75	2.85	M	CL	50	20	111.1		AFTER BRIDGE X0035
3.276	3.286	M	CL	50	20	111.1		END JOB
0.006	3.286	M	LT/RT	2	VAR	83.3		PAVED PRIVATE/COMMERCIAL ENTRANCES
					Total	750.0	88.4	
					USE	750	89	

3.3 Gravel Quantities are as follows:

AGGREGATE EDGE TREATMENT AND GRAVEL							
APPROX. LOG MILE		ROUTE	LOC	LENGTH (FT)	PERM AGG EDGE TREATMENT (TONS)	GRAVEL A OR CRUSHED STONE B (TONS)	REMARKS
FROM	TO						
0.006	3.286	M	LT/RT	16204.32	510.14		
0.006	3.286	M	LT	17318.40		0.7	NON-PAVED PRIVATE/COMMERCIAL ENT. W/ EXIST. APRON
0.006	3.286	M	LT/RT	17318.40		15.4	NON-PAVED PRIVATE/COMMERCIAL ENT. W/O EXIST. APRON
				Total	510.14	16.1	
				USE	510.5	17	

4.0 Temporary Traffic Control Plans. See [Standard Plans 616.20](#) for standard temporary traffic control requirements.

Job No.: JST0161
Route: AD, ZZ, CC, K, BB, M, Y, Z
County: New Madrid, Pemiscot, Dunklin

4.1 Construction signs and channelizers are as follows:

CONSTRUCTION SIGNING AND CHANNELIZERS						
SIGN NO.	SIGN	SIZE (in.)	AREA (FT.2)	QTY.	TOTAL AREA	DESCRIPTION
1	GO20-1	60 X 24	10	2	20	ROAD WORK NEXT 3 MILES
2	WO20-1	48 X 48	16	10	160	ROAD WORK AHEAD
7	WO20-4	48 X 48	16	10	160	ONE LANE ROAD AHEAD
8	WO20-7a	48 X 48	16	10	160	FLAGGER (SYMBOL)
26	GO20-2	48 X 24	8	2	16	END ROAD WORK
35	WO8-12	48 X 48	16	4	64	NO CENTER LINE
36	WO8-11	48 X 48	16	8	128	UNEVEN LANES
53	GO20-4	36 X 18	4.5	1	4.5	PILOT CAR FOLLOW ME
58	GO20-4a	18 X 12	1.5	6	9	PILOT CAR IN USE WAIT & FOLLOW
59	CONST-8	48 X 36	12	2	24	WORK ZONE NO PHONE ZONE
	GO22-1	21 X 15	2.19	4	8.76	WET PAINT (ARROW PIVOTS)
					754.26	CONSTRUCTION SIGNS SUBTOTAL
ITEM NO. 616-10.05					755	USE
ITEM NO. 616-10.25					52	CHANNELIZERS (TRIM-LINE)
REFER TO STANDARD PLANS 616.10 AND 903.03 FOR SIGN AND SIGN MOUNTING REQUIREMENTS.						

4.2 Mobilization is as follows:

ITEM NO.	QTY.	DESCRIPTION
618-10.00	LUMP SUM 1	MOBILIZATION

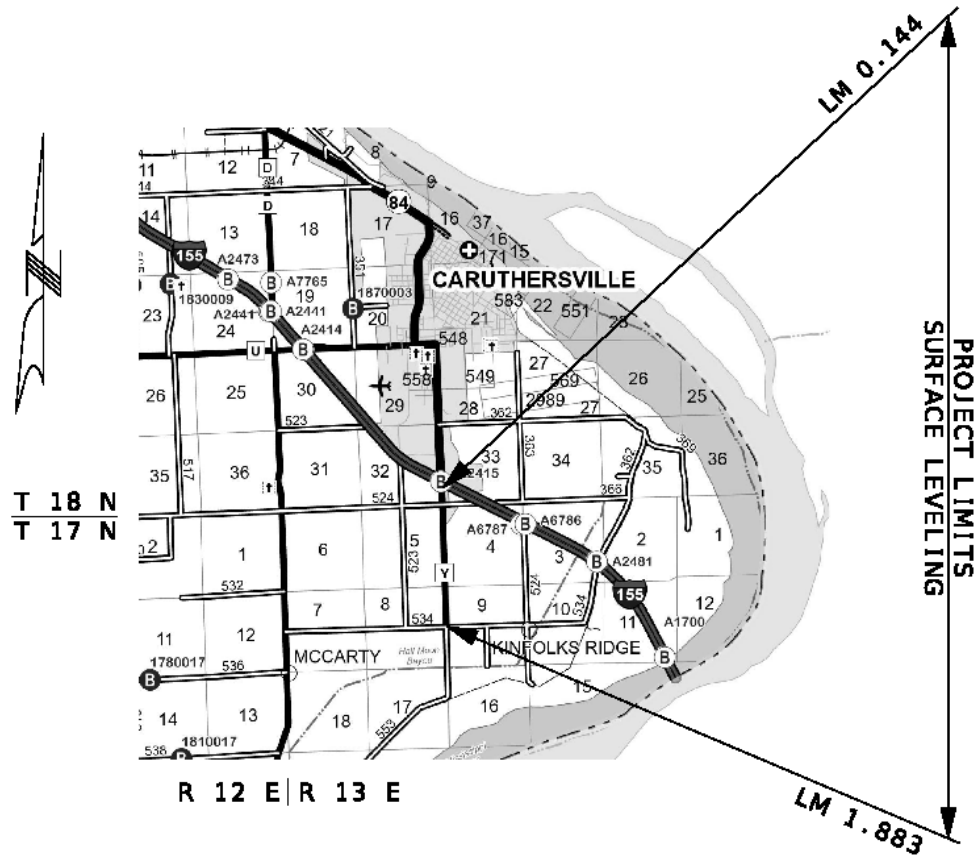
5.0 Pavement Marking. Pavement marking quantities are as follows:

PAVEMENT MARKING									
APPROX. LOG MILE			CLASS 1 PAVEMENT MARKING PAINT (18-MIL, TYPE P BEADS)				PREFORMED THERMOPLASTIC		
			4" INT. YELLOW (LF)	4" SOLID YELLOW (LF)	4" SOLID WHITE (LF)	8" SOLID WHITE (LF)	24"WHITE (LF)	RR CROSSING (EACH)	
FROM	TO	ROUTE							REMARKS
0.006	3.286	M	3656.4	3368.64	0.0	1045.4	20	2	
		Total	7025		0	1046	20	2	

Job No.: JST0161
Route: AD, ZZ, CC, K, BB, M, Y, Z
County: New Madrid, Pemiscot, Dunklin

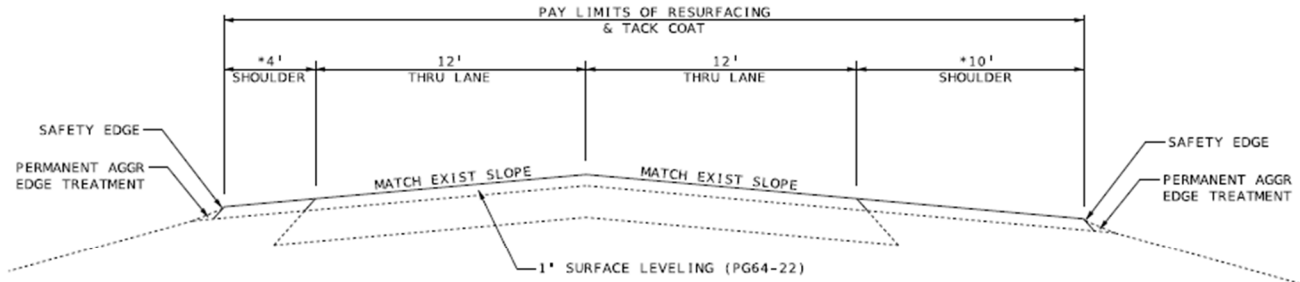
L. Project Details and Quantities – Rte Y – Pemiscot

1.0 Description. This project consists of applying a plant mix bituminous pavement (surface leveling) as described here in. The project limits are from Log Mile 0.144 to 1.878. The total length of pavement limits are 1.734 miles with an average width of 24 feet from Log Mile 0.144 to 0.306 and 20 feet from Log Mile 0.306 to 1.878.



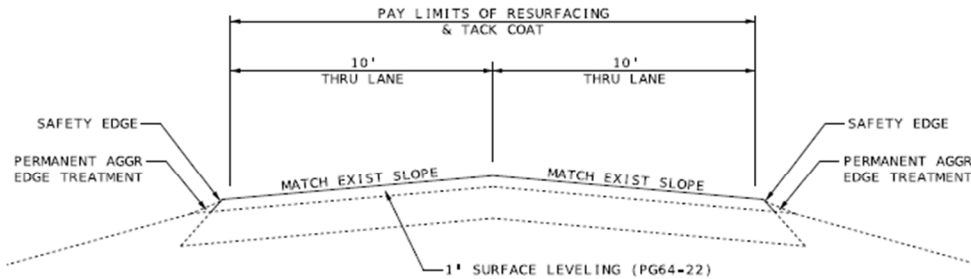
2.0 Mix and Pavement Transitions.

2.1 1" Plant Mix Bituminous Surface PG 64-22 pavement shall be placed the entire width of the lanes and shoulders, as applicable, one pass per lane with no superelevation correction. Tack coat shall be applied at the rate of 0.08 gal/yd² the entire width of the traveled way for the length of the pavement limits.



TYPICAL SECTION
LOG MILE 0.144 TO LOG MILE 0.306

NOTE:
SURFACE PLACEMENT SHALL BE ONE PASS PER LANE
NO S.E. CORRECTION.
*VARIES

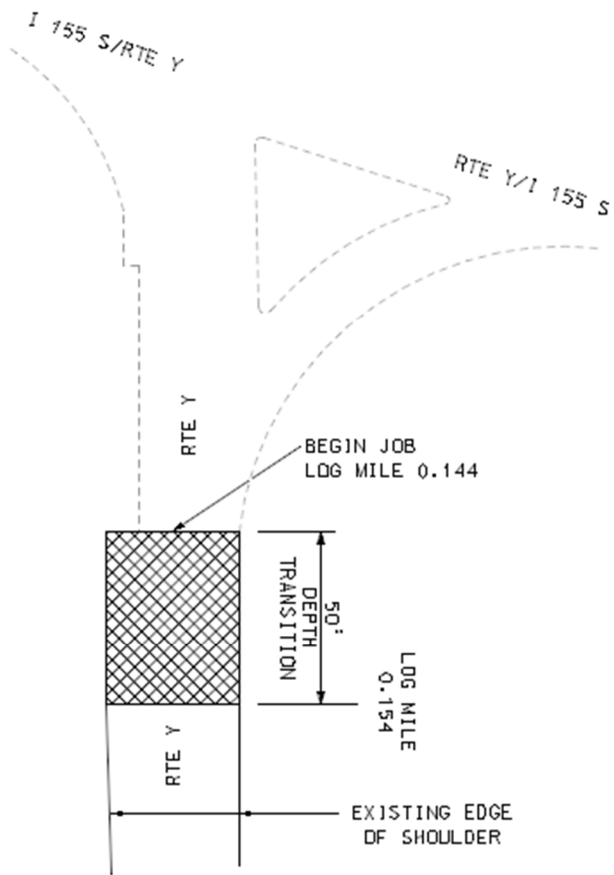


TYPICAL SECTION
LOG MILE 0.306 TO LOG MILE 1.878

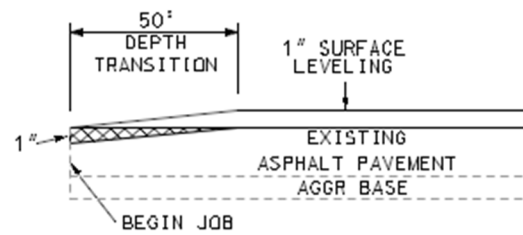
NOTE:
SURFACE PLACEMENT SHALL BE ONE PASS PER LANE
NO S.E. CORRECTION.

2.2 Depth transitions when beginning and ending at a state route shall be coldmilled at the rate of 1" in 25', unless otherwise shown. When beginning or ending mid-route, including exceptions, shall be coldmilled at the rate of 1" in 50'.

Job No.: JST0161
 Route: AD, ZZ, CC, K, BB, M, Y, Z
 County: New Madrid, Pemiscot, Dunklin

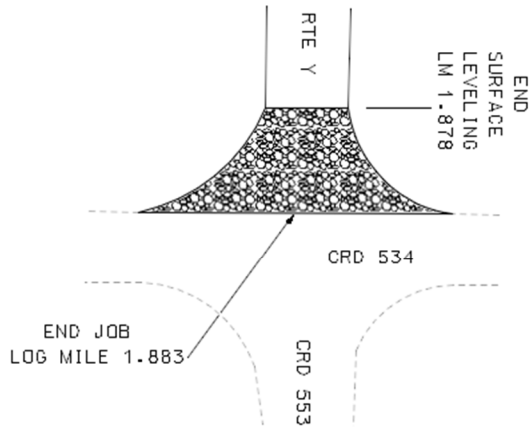


PLAN VIEW AT I 155/RTE Y RAMPS

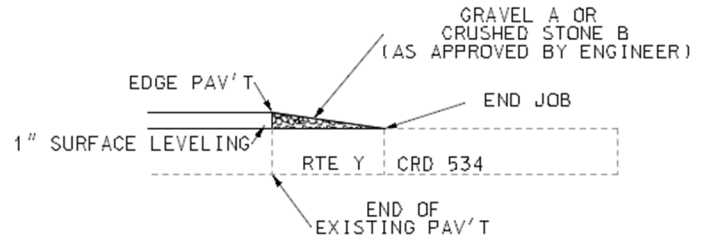


TYPICAL
 RTE Y

Job No.: JST0161
 Route: AD, ZZ, CC, K, BB, M, Y, Z
 County: New Madrid, Pemiscot, Dunklin

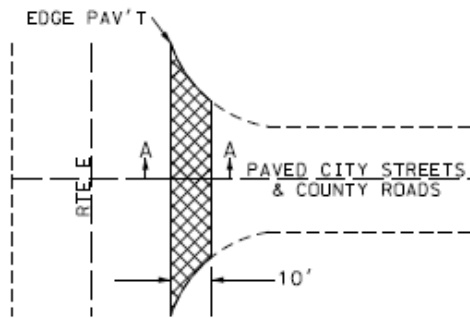


PLAN VIEW AT CRD 534

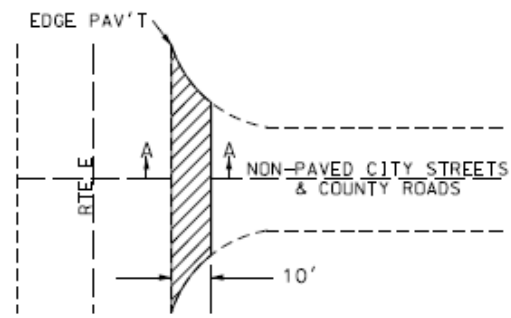


TYPICAL
 RTE Y

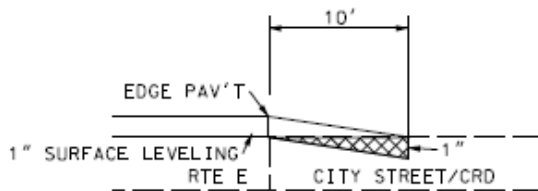
2.3 The bituminous pavement shall be tapered at entrances and non-state routes (see pavement taper details below).



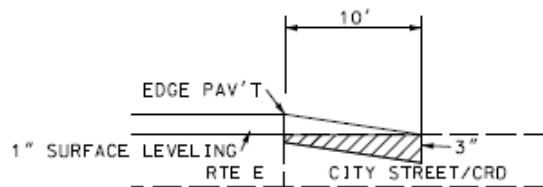
PLAN VIEW FOR PAVED
 CITY STREETS AND COUNTY ROADS



PLAN VIEW FOR NON-PAVED
 CITY STREETS AND COUNTY ROADS

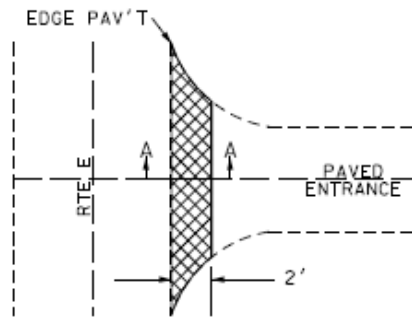


TYPICAL
 SECTION A-A

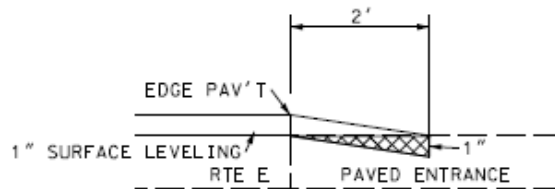


TYPICAL
 SECTION A-A

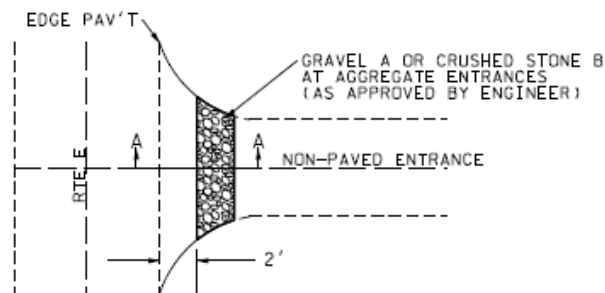
Job No.: JST0161
 Route: AD, ZZ, CC, K, BB, M, Y, Z
 County: New Madrid, Pemiscot, Dunklin



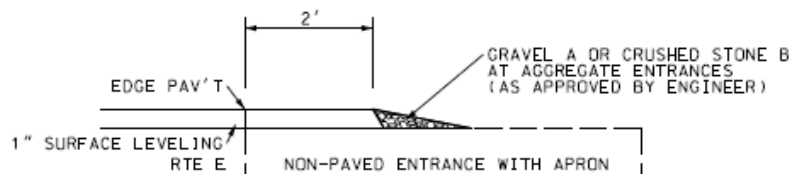
PLAN VIEW FOR PAVED
 PRIVATE AND COMMERCIAL ENTRANCES



TYPICAL
 SECTION A-A

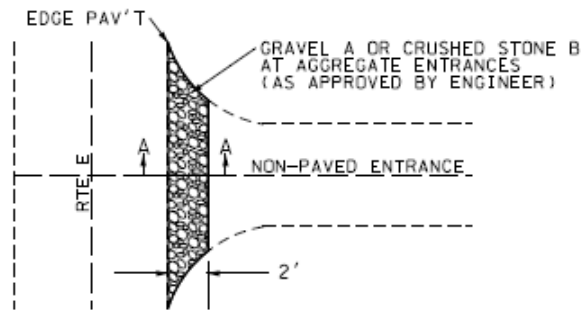


PLAN VIEW FOR NON-PAVED PRIVATE
 AND COMMERCIAL ENTRANCES WITH EXISTING APRON

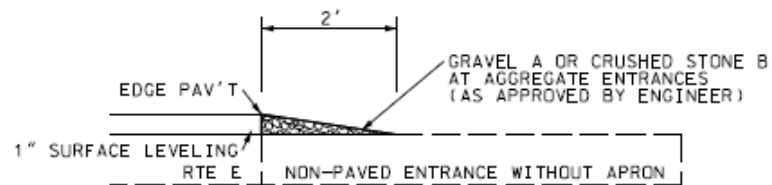


TYPICAL
 SECTION A-A

Job No.: JST0161
Route: AD, ZZ, CC, K, BB, M, Y, Z
County: New Madrid, Pemiscot, Dunklin



PLAN VIEW FOR NON-PAVED PRIVATE
AND COMMERCIAL ENTRANCES WITHOUT EXISTING APRON



TYPICAL
SECTION A-A

Job No.: JST0161
Route: AD, ZZ, CC, K, BB, M, Y, Z
County: New Madrid, Pemiscot, Dunklin

3.0 Pavement, Coldmilling and Gravel Quantities.

3.1 Pavement quantities are as follows:

BITUMINOUS PAVEMENT MIXTURE PG64-22									
APPROX. LOG MILE		ROUTE	LOC	LENGTH (FT)	AVERAGE WIDTH (FT)	THICK (IN)	2.036 TON/CY QUANTITY (TONS)	.08 GAL/SY TACK COAT (GAL)	REMARKS
FROM	TO								
0.144	0.306	Y	CL	855.36	24	1	129.00	182.5	BEGIN JOB
0.306	1.878	Y	CL	8300.16	20	1	1043.16	1475.6	
0.144	0.213	Y	LT	364.32	4	1	9.16	13.0	LEFT SHOULDER
0.213	0.270	Y	LT	300.96	2	1	3.78	5.4	LEFT SHOULDER
0.144	0.176	Y	RT	168.96	10	1	10.62	15.0	RIGHT SHOULDER
0.176	0.204	Y	RT	147.84	8	1	7.43	10.5	RIGHT SHOULDER
0.204	0.260	Y	RT	295.68	6	1	11.15	15.8	RIGHT SHOULDER
0.260	0.279	Y	RT	100.32	4	1	2.52	3.6	RIGHT SHOULDER
0.279	0.306	Y	RT	142.56	2	1	1.79	2.5	RIGHT SHOULDER
0.144	1.878	Y	LT/RT	9155.52			23.44		SAFETY EDGE (2% OF ASPHALT)
0.144	1.878	Y	CL	9155.52			260.10		IRREGULARITIES (150 TONS/MILE)
0.144	1.878	Y	LT/RT	2	VAR	1	2.45	3.5	PAVED PRIVATE/COMMERCIAL ENTRANCES
0.144	1.878	Y	LT	2	VAR	1	2.38	3.4	NON-PAVED PRIVATE/COMMERCIAL ENT. W/ EXIST. APRON
0.144	1.878	Y	LT	10	53	1	3.32	4.7	PAVED CITY STREETS/COUNTY ROADS
0.144	1.878	Y	RT	10	53	3	9.95		NON-PAVED CITY STREETS/COUNTY ROADS
						Total	1520.25	1735.3	
						USE	1520.5	1736	

Job No.: JST0161
Route: AD, ZZ, CC, K, BB, M, Y, Z
County: New Madrid, Pemiscot, Dunklin

3.2 Coldmilling Quantities are as follows:

MODIFIED COLDMILLING							
APPROX. LOG MILE		ROUTE	LOC	LENGTH (FT)	AVERAGE WIDTH (FT)	MODIFIED COLDMILLING (DEPTH TRANSITIONS) (SQYD)	REMARKS
FROM	TO						
0.144	0.154	Y	LT/CL/RT	50	38	211.1	BEGIN JOB (INCLUDES SHOULDERS)
			CL				
0.144	1.878	Y	LT/RT	2	VAR	43.4	PAVED PRIVATE/COMMERCIAL ENTRANCES
0.144	1.878	Y	LT	10	VAR	58.7	PAVED CITY STREETS/COUNTY ROADS
					Total	313.2	
					USE	314	

3.3 Gravel Quantities are as follows:

AGGREGATE EDGE TREATMENT AND GRAVEL							
APPROX. LOG MILE		ROUTE	LOC	LENGTH (FT)	PERM AGG EDGE TREATMENT (TONS)	GRAVEL A OR CRUSHED STONE B (TONS)	REMARKS
FROM	TO						
0.144	1.878	Y	LT/RT	9155.52	262.96		
1.878	1.883	Y	CL	26.40		6.9	
0.144	1.878	Y	LT	9155.52		3.0	NON-PAVED PRIVATE/COMMERCIAL ENT. W/ EXIST. APRON
0.144	1.878	Y	LT/RT	9155.52		9.6	NON-PAVED PRIVATE/COMMERCIAL ENT. W/O EXIST. APRON
				Total	262.96	19.5	
				USE	263.0	20	

4.0 Temporary Traffic Control Plans. See [Standard Plans 616.20](#) for standard temporary traffic control requirements.

Job No.: JST0161
Route: AD, ZZ, CC, K, BB, M, Y, Z
County: New Madrid, Pemiscot, Dunklin

4.1 Construction signs and channelizers are as follows:

CONSTRUCTION SIGNING AND CHANNELIZERS						
SIGN NO.	SIGN	SIZE (in.)	AREA (FT.2)	QTY.	TOTAL AREA	DESCRIPTION
2	WO20-1	48 X 48	16	8	128	ROAD WORK AHEAD
7	WO20-4	48 X 48	16	8	128	ONE LANE ROAD AHEAD
8	WO20-7a	48 X 48	16	8	128	FLAGGER (SYMBOL)
35	WO8-12	48 X 48	16	2	32	NO CENTER LINE
36	WO8-11	48 X 48	16	4	64	UNEVEN LANES
53	GO20-4	36 X 18	4.5	1	4.5	PILOT CAR FOLLOW ME
58	GO20-4a	18 X 12	1.5	4	6	PILOT CAR IN USE WAIT & FOLLOW
59	CONST-8	48 X 36	12	2	24	WORK ZONE NO PHONE ZONE
	GO22-1	21 X 15	2.19	4	8.76	WET PAINT (ARROW PIVOTS)
					523.26	CONSTRUCTION SIGNS SUBTOTAL
ITEM NO. 616-10.05					524	USE
ITEM NO. 616-10.25					30	CHANNELIZERS (TRIM-LINE)
REFER TO STANDARD PLANS 616.10 AND 903.03 FOR SIGN AND SIGN MOUNTING REQUIREMENTS.						

4.2 Mobilization is as follows:

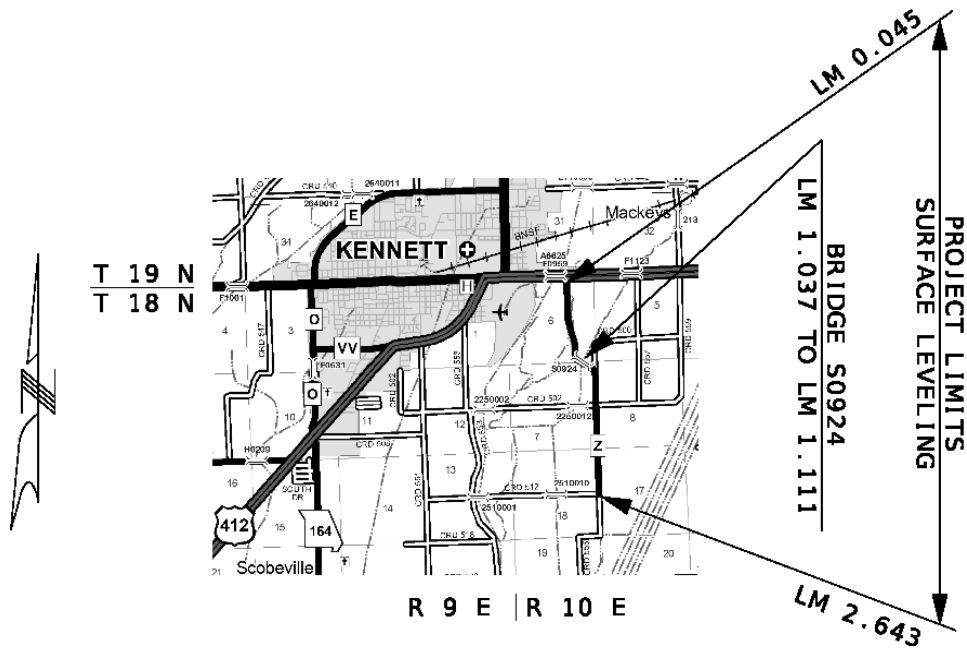
ITEM NO.	QTY.	DESCRIPTION
618-10.00	LUMP SUM 1	MOBILIZATION

5.0 Pavement Marking. Pavement marking quantities are as follows:

PAVEMENT MARKING							
APPROX. LOG MILE				CLASS 1 PAVEMENT MARKING PAINT (18-MIL, TYPE P BEADS)			
				4" INT. YELLOW (LF)	4" SOLID YELLOW (LF)	4" SOLID WHITE (LF)	
FROM	TO	ROUTE	LENGTH				REMARKS
0.144	1.878	Y	9155.52	2288.9	723.4	1203.8	
			Total	3013		1204	

M. Project Details and Quantities – Rte Z – Dunklin

1.0 Description. This project consists of applying a plant mix bituminous pavement (surface leveling) as described here in. The project limits are from Log Mile 0.045 to 2.643. The total length of pavement limits are 1.497 miles with a total average width of 19 feet.

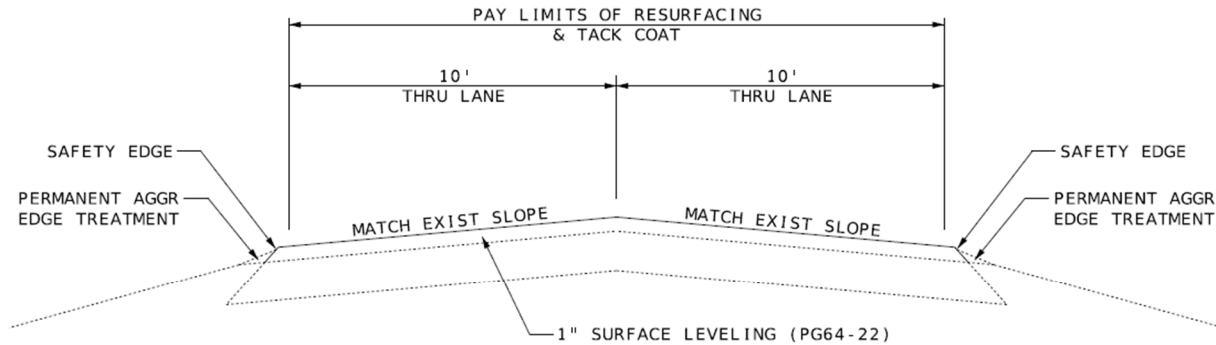


Pavement will not be placed at the following exception locations listed below:

EXCEPTIONS			
APPROX. LOG MILE		Length (FT)	COMMENTS/BRIDGE NUMBERS
FROM	TO		
1.037	1.111	390.72	COORDINATE WITH J9S3774
	TOTAL	390.72	

2.0 Mix and Pavement Transitions.

2.1 1" Plant Mix Bituminous Surface PG 64-22 pavement shall be placed the entire width of the lanes, one pass per lane with no superelevation correction. Tack coat shall be applied at the rate of 0.08 gal/yd² the entire width of the traveled way for the length of the pavement limits.

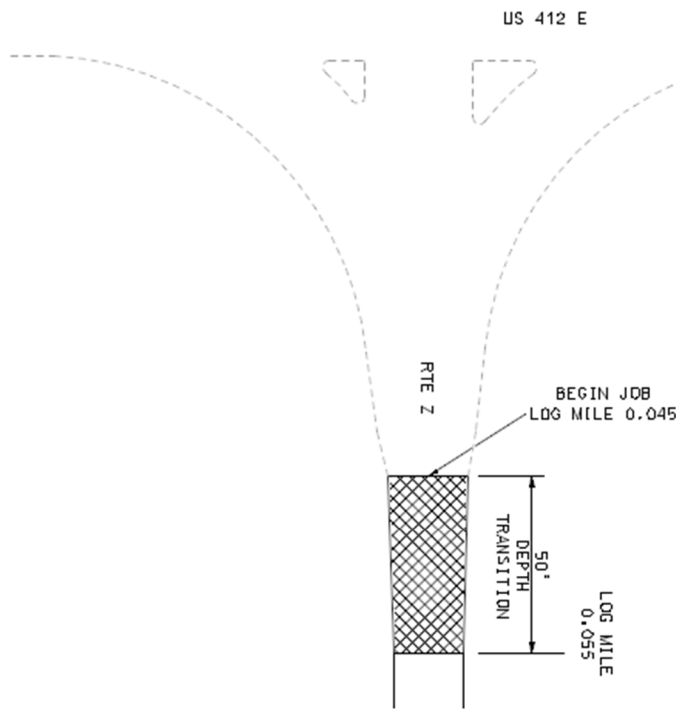


TYPICAL SECTION

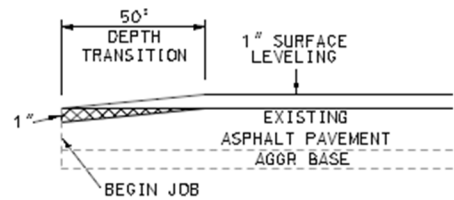
NOTE:
SURFACE PLACEMENT SHALL BE ONE PASS PER LANE
NO S.E. CORRECTION.

2.2 Depth transitions when beginning and ending at a state route shall be coldmilled at the rate of 1" in 25', unless otherwise shown. When beginning or ending mid-route, including exceptions, shall be coldmilled at the rate of 1" in 50'.

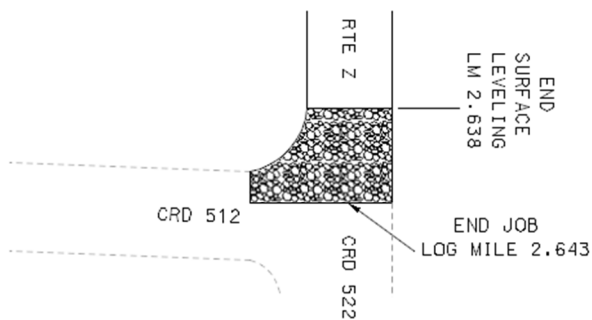
Job No.: JST0161
 Route: AD, ZZ, CC, K, BB, M, Y, Z
 County: New Madrid, Pemiscot, Dunklin



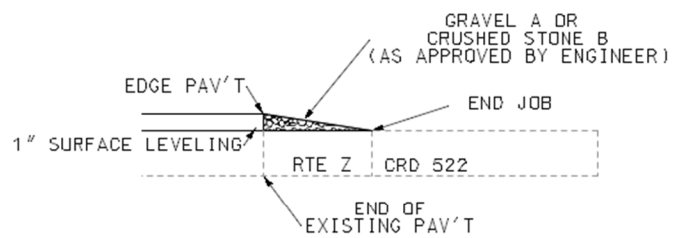
PLAN VIEW AT US 412 E



TYPICAL
RTE Z



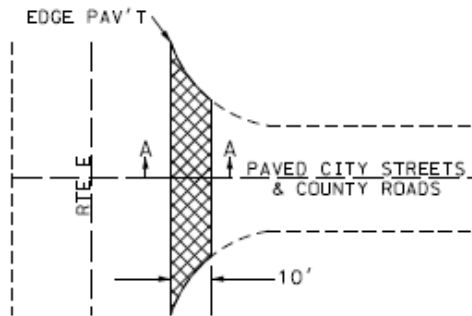
PLAN VIEW AT CRD 522/CRD 512



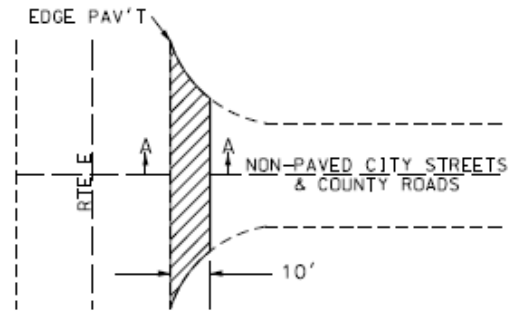
TYPICAL
RTE Z

2.4 The bituminous pavement shall be tapered at entrances and non-state routes (see pavement taper details below).

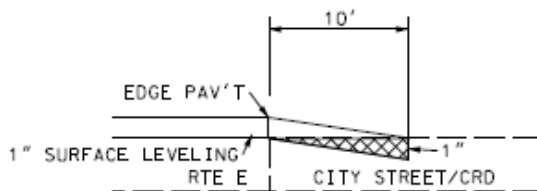
Job No.: JST0161
 Route: AD, ZZ, CC, K, BB, M, Y, Z
 County: New Madrid, Pemiscot, Dunklin



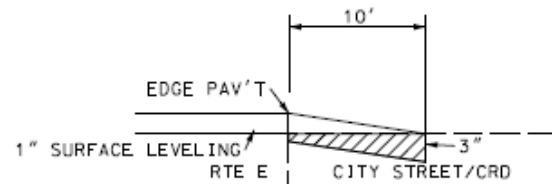
PLAN VIEW FOR PAVED
CITY STREETS AND COUNTY ROADS



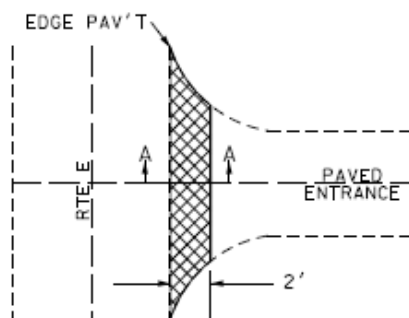
PLAN VIEW FOR NON-PAVED
CITY STREETS AND COUNTY ROADS



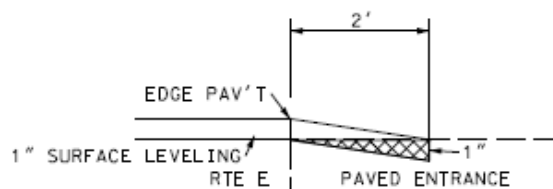
TYPICAL
SECTION A-A



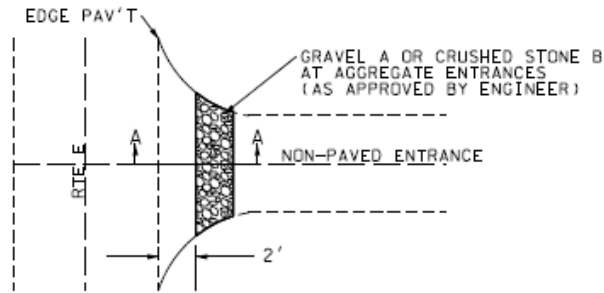
TYPICAL
SECTION A-A



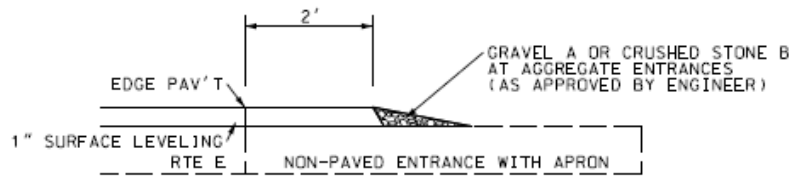
PLAN VIEW FOR PAVED
PRIVATE AND COMMERCIAL ENTRANCES



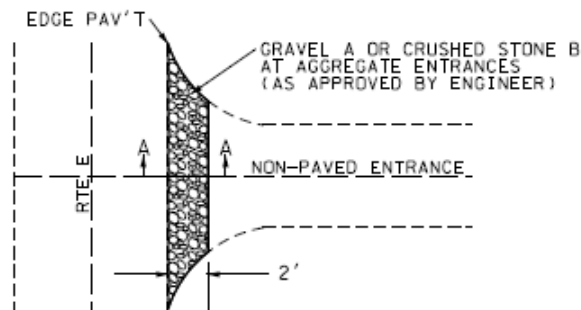
TYPICAL
SECTION A-A



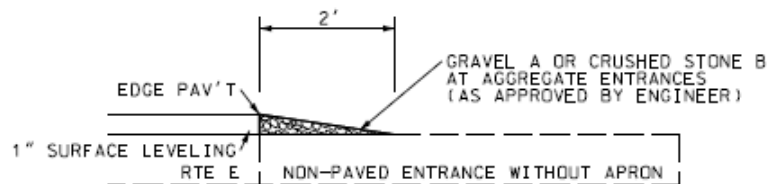
PLAN VIEW FOR NON-PAVED PRIVATE
 AND COMMERCIAL ENTRANCES WITH EXISTING APRON



TYPICAL
 SECTION A-A

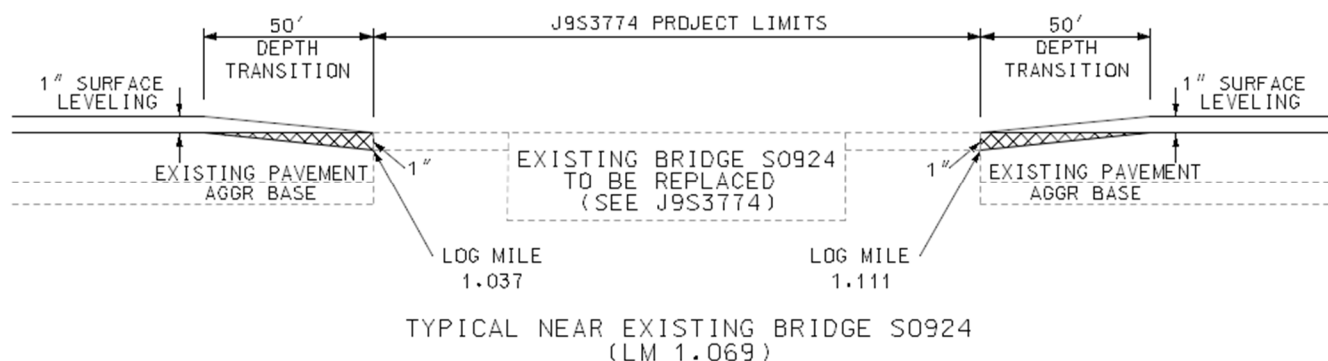


PLAN VIEW FOR NON-PAVED PRIVATE
 AND COMMERCIAL ENTRANCES WITHOUT EXISTING APRON



TYPICAL
 SECTION A-A

Job No.: JST0161
Route: AD, ZZ, CC, K, BB, M, Y, Z
County: New Madrid, Pemiscot, Dunklin



3.0 Pavement, Coldmilling and Gravel Quantities.

3.1 Pavement quantities are as follows:

BITUMINOUS PAVEMENT MIXTURE PG64-22									
APPROX. LOG MILE		ROUTE	LOC	LENGTH (FT)	AVERAGE WIDTH (FT)	THICK (IN)	2.036 TON/CY QUANTITY	.08 GAL/SY TACK COAT	REMARKS
FROM	TO						(TONS)	(GAL)	
0.045	1.037	Z	CL	5237.76	19	1	625.36	884.6	BEGIN JOB TO J9S3774 BEGIN PROJECT
1.111	2.638	Z	CL	8062.56	19	1	962.63	1361.7	J9S3774 END PROJECT TO END JOB
0.045	2.638	Z	LT/RT	13691.04			31.76		SAFETY EDGE (2% OF ASPHALT)
0.045	2.638	Z	CL	13300.32			377.85		IRREGULARITIES (150 TONS/MILE)
0.045	2.638	Z	RT	2	VAR	1	0.99	1.4	NON-PAVED PRIVATE/COMMERCIAL ENT. W/ EXIST. APRON
0.045	2.638	Z	LT/RT	10	VAR	3	53.75		NON-PAVED CITY STREETS/COUNTY ROADS
						Total	2052.34	2247.7	
						USE	2052.5	2248	

Job No.: JST0161
Route: AD, ZZ, CC, K, BB, M, Y, Z
County: New Madrid, Pemiscot, Dunklin

3.2 Coldmilling Quantities are as follows:

MODIFIED COLDMILLING							
APPROX. LOG MILE		ROUTE	LOC	LENGTH (FT)	AVERAGE WIDTH (FT)	MODIFIED COLDMILLING (DEPTH TRANSITIONS) (SQYD)	REMARKS
FROM	TO						
0.045	0.055	Z	LT/CL/RT	50	19	105.6	BEGIN JOB
1.027	1.037	Z	LT/CL/RT	50	19	105.6	BEFORE J9S3774 BEGIN PROJECT
1.111	1.121	Z	LT/CL/RT	50	19	105.6	AFTER J9S3774 END PROJECT
					Total	316.7	
					USE	317	

3.3 Gravel Quantities are as follows:

AGGREGATE EDGE TREATMENT AND GRAVEL							
APPROX. LOG MILE		ROUTE	LOC	LENGTH (FT)	PERM AGG EDGE TREATMENT (TONS)	GRAVEL A OR CRUSHED STONE B (TONS)	REMARKS
FROM	TO						
0.045	2.638	Z	LT/RT	12751.20	401.43		
2.638	2.643	Z	CL	25		1.5	END JOB
0.045	2.638	Z	RT	13691.04		1.2	NON-PAVED PRIVATE/COMMERCIAL ENT. W/ EXIST. APRON
0.045	2.638	Z	LT/RT	13691.04		7.4	NON-PAVED PRIVATE/COMMERCIAL ENT. W/O EXIST. APRON
				Total	401.43	10.1	
				USE	401.5	11	

4.0 Temporary Traffic Control Plans. See [Standard Plans 616.20](#) for standard temporary traffic control requirements.

4.1 Construction signs and channelizers are as follows:

CONSTRUCTION SIGNING AND CHANNELIZERS						
SIGN NO.	SIGN	SIZE (in.)	AREA (FT.2)	QTY.	TOTAL AREA	DESCRIPTION
2	WO20-1	48 X 48	16	8	128	ROAD WORK AHEAD
7	WO20-4	48 X 48	16	8	128	ONE LANE ROAD AHEAD
8	WO20-7a	48 X 48	16	8	128	FLAGGER (SYMBOL)
35	WO8-12	48 X 48	16	4	64	NO CENTER LINE
36	WO8-11	48 X 48	16	6	96	UNEVEN LANES
53	GO20-4	36 X 18	4.5	1	4.5	PILOT CAR FOLLOW ME
58	GO20-4a	18 X 12	1.5	1	1.5	PILOT CAR IN USE WAIT & FOLLOW
59	CONST-8	48 X 36	12	2	24	WORK ZONE NO PHONE ZONE
	GO22-1	21 X 15	2.19	4	8.76	WET PAINT (ARROW PIVOTS)
					582.76	CONSTRUCTION SIGNS SUBTOTAL
ITEM NO. 616-10.05					583	USE
ITEM NO. 616-10.25					46	CHANNELIZERS (TRIM-LINE)
REFER TO STANDARD PLANS 616.10 AND 903.03 FOR SIGN AND SIGN MOUNTING REQUIREMENTS.						

4.2 Mobilization is as follows:

ITEM NO.	QTY.	DESCRIPTION
618-10.00	LUMP SUM 1	MOBILIZATION

5.0 Pavement Marking. Pavement marking quantities are as follows:

PAVEMENT MARKING							
APPROX. LOG MILE		ROUTE	LENGTH	CLASS 1 PAVEMENT MARKING PAINT (18-MIL, TYPE P BEADS)			REMARKS
				4" INT. YELLOW (LF)	4" SOLID YELLOW (LF)	4" SOLID WHITE (LF)	
FROM	TO						
0.045	2.638	Z	13691.04	2787.8	6652.8	0.0	
			Total	9441		0	

N. Supplemental Revisions JSP-18-01JJ

- 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.

- **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 dynamic 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, material suppliers, and service providers (e.g. hauling) 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.

O. Contractor Quality Control for Plant Mix Bituminous Surface Leveling NJSP-15-21A

1.0 Description. The contractor shall provide Quality Control (QC) testing and shall perform verification procedures associated with the production and placement of Plant Mix Bituminous Surface Leveling Mixture in accordance with this provision.

2.0 Asphalt Plant Requirements. The contractor shall perform quality control testing in the production of the Surface Leveling Mixture and report the results electronically on MoDOT-provided forms. All reports shall include the Contract ID, Project Number, Route, County, and Job Mix number.

2.1 Calibration of the asphalt plant shall be in accordance with Sec 403.17.2.2. Record retention for verification of test reports shall be in accordance with Sec 403.17.3.2.

2.2 At a minimum, the contractor shall perform one QC sieve analysis test for each day of production of Surface Level mixture in excess of 100 tons to verify the aggregate is within the required gradation range. Results of the QC sieve analysis test shall be reported to the engineer daily. A split of each sample shall be clearly labeled and stored by the contractor in a manner that prevents contamination. The engineer will collect a minimum of one random QC split sample, and one full sample from plant production, for testing per each 10,000 tons of production. Uncollected QC split samples shall be retained by the contractor until the engineer authorizes disposal or until the Final Inspection, whichever occurs earlier.

2.3 The contractor shall monitor the quantity of asphalt binder used in the production of the mix, including any commercial mix, and report that quantity to the engineer. Original asphalt binder delivery tickets shall accompany the report submitted to the engineer. The engineer will perform a minimum of one asphalt binder content test per each 10,000 tons of production for any project that exceeds a total of 5,000 tons of production.

2.4 The contractor shall take a daily QC sample of the asphalt binder per instructions in Section 460.3.13 of the EPG. The engineer will collect the QC samples and ship to the MoDOT Central lab for random testing. In addition, the engineer will take a minimum of one random Quality Assurance sample per project from the binder line. The engineer sample will be shipped to the Central Lab along with the daily samples and will be designated for testing.

2.5 The contractor shall perform one moisture content test for each day of production of Surface Level mixture in excess of 100 tons. The frequency of the moisture test may be reduced if approved by the engineer.

3.0 Roadway Requirements. The contractor shall perform quality control verification of the Surface Leveling Mixture on the roadway and shall monitor the asphalt tonnage placed in relation to plan quantity.

3.1 Irregularities. Additional tons of Surface Leveling mix will be provided for irregularities in the existing roadway surface. The tonnage specified for irregularities is an estimated quantity and shall only be placed at locations where it is necessary to fill ruts and other low points. Prior to placing the mix, the contractor and engineer shall evaluate the entire route and develop a plan that best utilizes the tonnage needed for irregularities. Any excess quantity of irregularities shall not be placed.

3.2 Tack. On the first day of production, the contractor shall demonstrate proper application of tack coat in the presence of the engineer. Thereafter, when the engineer is not present to witness the application of the tack coat, the contractor shall document the tack application by taking a minimum of two high-resolution date/time stamped photographs of the tacked surface per one-mile segment. Pictures should be taken just in front of the paver in order to account for loss of tack from truck tires. The contractor shall also monitor and document the application rate. The contractor shall take distributor readings at the beginning and ending of each shift and document the quantity used.

3.3 Spreading and Rolling. On the first day of production, the contractor shall demonstrate successful spreading and compaction of the mixture, including proper rolling patterns, in the presence of the engineer. Thereafter, the contractor shall monitor all roadway production procedures and document daily. Use of approved Intelligent Compaction technology is an allowable substitute for daily documentation.

3.4 Monitoring of Quantity. The contractor shall monitor the quantity of Surface Level mix placed and report that information to the engineer and production staff as specified herein.

3.4.1 The contractor shall verify that the quantity of Surface Leveling mix in the contract for each route is sufficient to cover the roadway as shown on the typical sections, including any surface irregularities. Any discrepancies shall be brought to the engineer's attention in writing prior to the pre-construction conference. Plan quantity shall be defined as the total tons computed to cover the surface area according to the typical section, plus any amount pre-approved by the engineer for pavement irregularities.

3.4.2 The contractor shall provide temporary log mile reference points at no less than ½ mile intervals along each route to monitor the tons of Surface Leveling mix laid in relation to plan quantity. Entrances, shoulders, or other irregular areas will be monitored as directed by the engineer.

3.4.3 During production, the contractor shall document the total tons placed in each one-mile segment, along with the plan quantity and the percent over/under for that segment. The cumulative quantity and percent over/under for the route should also be documented. After each one-mile segment, the contractor shall provide a status report to the production manager and the engineer. When the engineer is not present on the project, the contractor shall send an electronic status report to the engineer.

3.4.4 The goal is to keep the placed quantity within 2% of plan quantity for the project. The engineer will monitor the status reports and will advise the contractor on how to proceed when there is an excessive variance from plan quantity. The engineer may decrease the frequency of the electronic status reports when the variances are consistently low.

3.4.5 The contractor shall collect asphalt tickets from the delivery trucks and group them per each one-mile segment. The contractor shall submit to the engineer a daily summary report that includes all of the information specified in Section 3.4.3. The contractor shall sign the summary report confirming that the information is accurate and that the attached tickets represent the asphalt material placed.

3.4.6 The contractor shall be equipped with a contractor-furnished cellular device capable of providing and maintaining a reliable means of immediate communication with the engineer when the engineer is not present on the project.

4.0 Excessive Quantity. If the contractor places Surface Level mix on any one-mile segment, or any other isolated areas, in excess of plan quantity by 5% or more, without prior approval from the engineer, further investigation may be required to determine if the excess was warranted. If directed by the engineer, the contractor shall core the pavement at locations established by the engineer to determine the amount that was excessive, if any. No payment will be made for the cost to core the pavement or for the tons of Surface Level mix that the engineer determines to be excessive. If the amount of Surface Level mix is determined to be justified, payment will be made for the mix, and for the cost of coring at the fixed price established in Sec 109. Placement of asphalt in excess of plan quantity for two consecutive segments without prior approval from the engineer may result in issuance of an Order Record to stop work.

5.0 Basis of Payment. No direct payment will be made for compliance with this provision. All costs shall be considered completely covered under the pay items provided in the contract.

P. Bridge End Transitions

1.0 At all bridge exceptions, the engineer will determine in the field the ending point of the transition. This point will not necessarily be at the bridge end, but will be located at a point which provides the smoothest transition and approach to the bridge. Where bridges are to be resurfaced, the surfacing shall be from curb to curb.

Q. Pavement Marking Log

1.0 Description. The contractor shall log the locations of existing pavement marking prior to any construction operations that may affect the existing pavement marking. The log shall contain all existing pavement marking and shall include center stripes, no passing stripes, lane lines, turn arrows, hash bars, cross walks, and stop bars. The contractor shall provide a copy of the existing pavement marking log to the engineer. The contractor shall place the new pavement marking at the same locations as the existing pavement marking, unless otherwise directed by the engineer or shown on the plans.

2.0 Basis of Payment. No direct payment will be made for logging of existing pavement marking.

R. Damage to Existing Roadways and Entrances

1.0 Description. This work shall consist of repairing any damage to existing pavement, shoulders, side roads, and entrances caused by Contractor operations. This shall include, but is not limited to, damage caused by the traffic during Contractor operations within the project limits including the work zone signing.

2.0 Construction Requirements. Any cracking, gouging, or other damage to the existing pavement, shoulders, side roads, or entrances from general construction shall be repaired within twenty-four (24) hours of the time of damage at the Contractor's expense. Repair of the damaged pavement, shoulders, side roads, or entrances shall be as determined by the Engineer.

3.0 Method of Measurement. No measurement of damaged pavement, shoulder, side roads, or entrances, as described above, shall be made.

4.0 Basis of Payment. No payment will be made for repairs to existing pavement, shoulders, side roads or entrances damaged by Contractor operations.

S. Additional Flaggers

1.0 Additional flagger(s) and appropriate construction signs shall be provided at state route intersections and at other locations, as requested by the Engineer.

2.0 Basis of Payment. There will be no direct pay for all labor and equipment necessary to provide additional flaggers. All cost shall be considered completely covered under the pay items provided in the contract.

T. Permanent Aggregate Edge Treatment NJSP-15-40B

1.0 Description. This work shall consist of furnishing and installing a permanent aggregate edge treatment along the edge of shoulder or pavement as shown on the plans or as directed by the engineer.

2.0 Construction Requirements. Aggregate shall be simultaneously deposited and spread on the sub-grade and shall not be deposited on the pavement or shoulder and bladed into place. Aggregate material shall be shaped according to the typical section and compacted until there is no visible evidence of further consolidation.

3.0 Material Requirements. Material used for the aggregate edge treatment shall be Type 1, 5, or 7 Aggregate in accordance with Sec 1007 or an allowable substitute approved by the engineer. Bituminous cold millings meeting the gradation for Type 1, 5 or 7 Aggregate may be used in lieu of aggregate. Limestone screenings or other material with excessive fines will not be allowed. Material will be accepted based on certification in lieu of testing contingent upon satisfactory results being obtained in the field.

4.0 Measurement by Weight. Measurement of the aggregate edge treatment material shall be per ton and in accordance with Sec 310.5.3.

5.0 Basis of Payment. The accepted quantities of aggregate edge treatment will be paid for at the contract unit price for 304-99.10, Permanent Aggregate Edge Treatment, per ton and will be full compensation for all labor, equipment and material to complete the described work. No fuel adjustment will be made for Permanent Aggregate Edge Treatment.

U. Airport Requirements JSP-15-09

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

20,000 feet (4 miles) from an airport with a runway length of at least 3,200 feet

10,000 feet (2 miles) from an airport with runway length less than 3,200 feet

5,000 feet (1 mile) from a public use heliport

2.0 The maximum height of the improvement and the equipment operating while performing the improvements was assumed to be 17.0 feet above the current travelway during the process of evaluating the project for compliance with FAA Reg Part 77.

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

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

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

V. Special Provisions for Protection of BNSF Railway Company Interests

To Report an Emergency on the railroad call: (800) 832-5452
River Sub, Pemiscot County Rte. K US DOT# 665544K MP 208.37 north of Hayti, MO.; Route M US DOT# 664095U MP 229.7 south of Holland, MO. Current FRA data shows 2 daytime trains, 2 nighttime trains and 0 passenger trains for each of these crossings.

1.0 Authority of Railroad Engineer and Commission's Representative.

1.1 The authorized representative of BNSF Railway Company, herein called "Railroad Engineer", shall have final authority in all matters affecting the safe maintenance and operation of railroad traffic including the adequacy of the foundations and structures supporting the railroad tracks.

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

2.0 Contractor's indemnity Obligations to the Railroad.

2.1 The term "contractor" as used in this special provision includes any and all subcontractors. The contractor shall indemnify, defend and hold harmless the Railroad from and against any and all loss, damage, claims, demands, causes of action, costs and expenses of whatsoever nature arising out of injury to or death of persons whomsoever, or out of damage to or destruction of property whatsoever, including, without limitation, damage to fiber optic, communication and other cable lines and systems, where such injury, death, damage or destruction results from any cause arising out of work performed by the contractor pursuant to the agreement between Railroad and the Commission for the project, and shall

also release the Railroad from and shall waive any claims for injury or damage to equipment or other property, which may result from the construction, maintenance and operation of railroad tracks, wire lines, fiber optic cable, pipe lines and other facilities on said right of way of the Railroad by the contractor. THE LIABILITY ASSUMED BY THE CONTRACTOR WILL NOT BE AFFECTED BY THE FACT, IF IT IS A FACT, THAT THE DAMAGE, DESTRUCTION, INJURY, DEATH, CAUSE OF ACTION OR CLAIM WAS OCCASIONED BY OR CONTRIBUTED TO BY THE NEGLIGENCE OF THE RAILROAD, THE RAILROAD'S AGENTS, SERVANTS, EMPLOYEES OR OTHERWISE, EXCEPT TO THE EXTENT THAT SUCH CLAIMS ARE PROVEN BY ANY CLAIMANT TO HAVE BEEN PROXIMATELY CAUSED BY THE INTENTIONAL MISCONDUCT OR SOLE OR GROSS NEGLIGENCE OF THE RAILROAD. The contractor's indemnity shall include loss of profits or revenue arising from damage or destruction to fiber optic, communication and other cable lines and systems.

2.2 In addition to the indemnity obligations contained in the preceding paragraph, the contractor shall indemnify, defend and hold harmless the Railroad from any claims, expenses, costs, actions, demands, losses, fines, penalties, and fees, of whatsoever nature arising from, related to or connected, in whole or in part, with the following:

(a) The removal of the contractor's agents, servants, employees or invitees from the Railroad's property for safety reasons.

(b) Contractor's compliance or failure to comply with the provision of applicable law in connection with the performance of contractor's work.

3.0 Notice of Starting Work.

3.1 The contractor shall not commence any work on Railroad's right of way until the contractor has complied with the following conditions:

The contractor shall be required to apply for, execute and comply with all provisions of a permit obtained by accessing the following link: <http://bnsf.railpermitting.com>

3.2 The Railroad's written authorization to proceed with the work, with a copy to the Engineer, will include the names, addresses and telephone numbers of the Railroad's representatives who are to be notified as hereinafter required. Where more than one representative is designated, the area of responsibility of each representative shall be specified.

4.0 Interference with Railroad Operations.

4.1 The contractor shall arrange and conduct all work so that there shall be no interference with the Railroad's operations, including train, signal, telephone and telegraphic services; or damage to the Railroad's property; poles, wires and other facilities of tenants, licensees, easement grantees and invitees on the Railroad's right of way. Whenever work may affect the operations or safety of trains, the method of doing such work shall first be submitted to the Railroad Engineer for approval, but such approval shall not relieve the contractor from liability. Any work to be performed by the contractor that requires flagging service or inspection service shall be deferred by the contractor until the flagging service required by the Railroad is available at the job site.

4.2 Whenever work within the Railroad's right of way is of such a nature that impediment to the Railroad's operations is unavoidable, such as use of runaround tracks or necessity for reduced speed, the contractor shall schedule and conduct these operations so that such impediment is reduced to the absolute minimum.

4.3 Should conditions arising from, or in connection with the work require that immediate and unusual provisions be made to protect the Railroad's operations and property, the contractor shall make such provisions. If in the judgment of the Railroad Engineer, or the Engineer if the Railroad Engineer is absent, such provision is insufficient, the Railroad Engineer or Engineer may require or provide such provisions as deem necessary. In any event, such provisions shall be at the contractor's expense and without cost to the Railroad or the Commission.

4.4 The contractor shall be responsible for any damage to the Railroad as a result of work on the project, which shall include but not be limited to interference with the normal movement of trains caused exclusively by the work performed by the contractor. The contractor shall be responsible for damages for the Railroad's train delays that are caused exclusively by the contractor. The Railroad agrees not to perform any act to unnecessarily cause any train delay. The damages for train delays per freight hour will be billed at an average rate per hour as determined from the Railroad's records. These records shall be provided by the Railroad, upon request, to the Commission or the Commission's contractor.

5.0 Track Clearances.

5.1 The minimum track clearances to be maintained by the contractor during construction are shown on the project plans. However, before undertaking any work within Railroad's right of way, or before placing any obstruction over any track, the contractor shall:

- (a) Notify the Railroad Engineer at least 72 hours in advance of the work.
- (b) Receive assurance from the Railroad Engineer that arrangements have been made for flagging service as may be necessary.
- (c) Receive permission from the Railroad Engineer to proceed with the work.
- (d) Ascertain that the Engineer has received copies of notice to the Railroad and of the Railroad's response.

5.2 The contractor shall fully comply with any horizontal and vertical clearance requirements imposed by Missouri state statutes and regulations and Federal statutes and regulations regarding the placement of structures or equipment near or over railroad tracks.

6.0 Construction Procedures.

6.1 General. Construction work on the Railroad's property shall be:

- (a) Subject to the inspection and review of the Railroad.
- (b) In accordance with the Railroad's written outline of specific conditions.

In accordance with this special provision.

(d) Care shall be taken to avoid damage to concrete crossing panels. Milling within two (2) feet of concrete crossing planks shall be done manually or using specific machinery for fine mill work such as a milling attachment on a skid-steer or other means and methods approved by the engineer.

6.2 Excavation. The subgrade of an operated track shall be maintained with the berm edge at least 12 feet from centerline of track and not more than 26 inches below top of the rail. The contractor will not be required to make existing section meet this specification if substandard, in which case the existing section will be maintained. The contractor shall cease all work and notify the Railroad immediately before continuing excavation in the work area if obstructions are encountered which do not appear on the drawings. If the obstruction is a utility and the owner of the utility can be identified, then the contractor shall also notify the owner immediately. If there is any doubt about the location of underground cables or lines of any kind, no work shall be performed until the exact location has been determined. There will be no exceptions to these instructions. Additionally, all excavations shall be conducted in compliance with applicable Occupational Safety and Health Act regulations and, regardless of depth, shall be shored where there is any danger to tracks, structures or personnel. Any excavations, holes or trenches on the Railroad's property shall be covered, guarded and/or protected when not being worked on. When leaving work site areas at night and over weekends, the areas shall be secured and left in a condition that will ensure that Railroad's employees and other personnel who may be working or passing through the area are protected from all hazards. All excavations shall be back filled as soon as possible.

6.3 Excavation for Structure. The contractor shall be required to take special precaution and care in connection with excavating, shoring pits and in driving piles for footings adjacent to tracks to provide adequate lateral support for the tracks and the loads which the tracks carry, without disturbance of track alignment and surface, and to avoid obstructing track clearances with working equipment, tools or other material. The procedure for doing such work, including need of and plans for shoring, shall be approved by the Railroad Engineer before work is performed, but such approval shall not relieve the contractor from liability. Before submission of plans to the Railroad Engineer for approval, the Engineer will first review such plans in accordance with the Missouri Standard Specifications for Highway Construction, hereinafter called "Standard Specifications". The responsibility for the design and construction of the sheeting rests solely with the contractor. The temporary shoring along the railroad tracks shall be designed for the Cooper E80 loading. The design shall insure that the shoring is braced or substantially secured to prevent movement. The contractor shall submit plans for the temporary shoring that shall be signed, sealed, and stamped in accordance with the laws relating to Architects and Professional Engineers, Chapter 327, RSMo. and then submitted for review by the Engineer.

6.4 Demolition of Existing Structures. The contractor shall be required to take special precaution and care in connection with demolition of existing structures. The procedure for doing such work, including need of and plans for temporary falsework, shall first be approved by Railroad Engineer before work is performed, but such approval shall not relieve the contractor from liability. Before submission of plans to the Railroad Engineer for approval, the Engineer will first review such plans.

6.5 Falsework. The contractor shall be required to take special precaution and care to prevent any material from falling on the Railroad's right of way. The procedure for preventing material from falling, including need of and plans for temporary falsework, shall first be approved by the Railroad Engineer, but such approval shall not relieve the contractor from liability. Before submission of plans to the Railroad Engineer for approval, the Engineer will first review such plans.

6.6 Blasting.

6.6.1 The contractor shall obtain advance approval of the Railroad Engineer and the Engineer for use of explosives on or adjacent to the Railroad's property. If permission for use of explosives is granted, the contractor shall be required to comply with the following:

(a) Blasting shall be done with light charges under the direct supervision of a responsible officer or employee of the contractor.

(b) Electric detonating fuses shall not be used because of the possibility of premature explosions resulting from operation of two-way train radios.

(c) No blasting shall be done without the presence of the Railroad Engineer. At least 72 hours advance notice to the person designated in the Railroad's notice of authorization to proceed as mentioned in Section 2.2 of this job special provision, the contractor shall be required to arrange for the presence of the Railroad Engineer and such flagging as the Railroad may require.

(d) The contractor shall have at the job site adequate equipment, labor and materials and allow sufficient time to clean up debris resulting from the blasting without delay to trains, as well as correcting, at contractor's expense, any track misalignment or other damage to the Railroad's property resulting from the blasting as directed by the Railroad Engineer. If contractor's actions result in delay of trains, the contractor shall bear the entire cost thereof.

6.6.2 The Railroad Engineer will:

(a) Determine the approximate location of trains and advise the contractor the approximate amount of time available for the blasting operation and clean-up.

(b) Have the authority to order discontinuance of blasting if blasting is too hazardous or is not in accordance with this special provision.

6.7 Maintenance of Railroad Facilities. The contractor shall be required to maintain all ditches and drainage structures free of silt or other obstructions which may result from contractor's operations. The contractor shall promptly repair eroded areas within Railroad's right of way and repair any other damage to the Railroad's property, tenants, licensees, easement grantees and invitees. All such maintenance and repair of damages due to the contractor's operations shall be done at the contractor's expense.

6.8 Storage of Materials and Equipment.

6.8.1 The contractor shall not store or stockpile construction materials or equipment closer than 25 feet to the centerline of the nearest railroad track or on the Railroad's property not covered by construction easement, contractor's permit, lease or agreement. Additionally, the contractor shall not store or leave materials or equipment within 250 feet of the edge of any highway/rail at-grade crossings. Further, both sides of a main track shall remain unobstructed for a distance of 10 feet from the exterior edge of the track at all times to allow for stopped train inspection.

6.8.2 Machines or vehicles shall not be left unattended with the engine running. Parked machines or equipment shall be in gear with brakes set and with blade, pan or bucket lowered to the ground if so equipped. All grading or construction machinery that is left parked near the track unattended shall be effectively immobilized so that unauthorized persons cannot move such equipment.

6.9 Cleanup. Upon completion of the work, the contractor shall remove from within the limits of the Railroad's right of way, all machinery, equipment, surplus materials, falsework, rubbish or temporary buildings of the contractor, and leave said right of way in a neat condition satisfactory to the Railroad Engineer.

6.10 Buried Cable and Other Buried Facilities.

6.10.1 The contractor is placed on notice that fiber optic, communication and other cable lines and systems, collectively the "Lines", owned by various telecommunications companies may be buried on Railroad's property or right of way. The locations of the buried Lines, pipelines or utility facilities have been included on the plans based on information from the telecommunications companies, pipeline operators, or utilities, as the case may be. The contractor shall be responsible for contacting the Railroad Engineer, the Railroad's 24-hour information number (1-800-533-2891), the telecommunications companies, pipeline operators and utilities and notifying them of any work that may damage the buried Lines, pipelines, utility facilities and/or interfere with their service. The contractor shall verify the location of all buried Lines, pipelines and utility facilities shown on the plans or marked in the field in order to establish their exact locations prior to or while doing work on the Railroad's property or right of way. The contractor shall also use all reasonable methods when working on the Railroad's property or right of way to determine if any other buried Lines, pipelines or utility facilities exist on the Railroad's property or right of way.

6.10.2 Failure to mark or identify the buried Lines, pipelines or utility facilities will be sufficient cause for the Railroad Engineer to stop construction at no cost to the Commission or Railroad until these items are completed. The contractor shall be responsible for the rearrangement of any buried facilities, Lines, pipelines or utility facilities determined to interfere with the construction. The contractor shall cooperate fully with any telecommunications companies, pipeline operators and utility facility owners in performing such rearrangements.

7.0 Damages. The Railroad will not assume liability for any damages to the contractor, contractor's work, employees, servants, equipment and materials caused by railroad traffic. Any cost incurred by the Railroad for repairing damages to Railroad's property or to property of the Railroad's tenants, licensees, easement grantees and invitees caused by or resulting from the contractor's operations shall be paid directly to the Railroad by contractor.

8.0 Flagging Services.

8.1 When Required. Under the terms of the agreement between the Commission and the Railroad, the Railroad has sole authority to determine the need for flagging required to protect the Railroad's operations. In general, the requirements of such services will be whenever the contractor's personnel or equipment are, or are likely to be, working on the Railroad's right of way within 25 feet of the centerline of any track, or across, over, adjacent to, or under a track, or when such work has disturbed or is likely to disturb a railroad structure or the railroad roadbed or surface and alignment of any track to such extent that the movement of trains must be controlled by flagging, or reasonable probability of accidental hazard to Railroad's operations or personnel. Normally, the Railroad will require one flagger per project; but in some cases, more than one may be necessary, such as yard limits where 3 flaggers may be required. However, if the contractor works within distances that violate instructions given by the Railroad Engineer or performs work that has not been scheduled with the Railroad Engineer, flaggers may be required full time until the project has been completed.

8.2 Scheduling and Notification.

8.2.1 Not later than the time that approval is initially requested to begin work on the Railroad's right of way (30 days), contractor shall furnish to the Railroad and the Commission a schedule for all work required to complete the portion of the project within Railroad's right of way and arrange for a job site meeting between the contractor, the Engineer, and the Railroad Engineer. Flaggers may not be scheduled until the job site meeting has been conducted and the contractor's work scheduled.

8.2.2 The contractor shall be required to give the Railroad Engineer at least 30 days of advance written notice of intent to begin work within Railroad's right of way in accordance with this special provision. Once begun, if such work is then suspended at any time, or for any reason, the contractor shall be required to give the Railroad Engineer at least 5 working days of advance notice before resuming work on Railroad's right of way. Such notices shall include sufficient details of the proposed work to enable the Railroad Engineer to determine if flagging will be required. If such notice is in writing, the contractor shall furnish the Engineer a copy; if notice is given verbally, the notice shall be confirmed in writing with copy to the Engineer. If flagging is required, no work shall be undertaken until the flagger or flaggers are present at the job site. Obtaining a flagger or flaggers may take up to 30 days to obtain initially from the Railroad or an approved third Party Flagging Company. When flagging begins, the flagger is usually assigned by the Railroad to work at the project site on a continual basis until no longer needed and cannot be called for on a spot basis. If flagging becomes unnecessary and is suspended, obtaining a flagger or flaggers may take up to 30 days to again obtain from the Railroad. Due to Railroad labor agreements, 10 working days notice may be necessary before flagging services may be discontinued and responsibility for payment stopped. Notification for flagging should be addressed to:

Andrew Kearse
BNSF Railroad
Andrew.Kearse@bsnf.com
Cell:1-217-257-6494

And

BNSFScheduling@wilsonco.com

8.2.3 If, after the flagger is assigned to the project site, emergencies arise which require the flagger's presence elsewhere, then the contractor shall delay work on the Railroad's right of way until such time as the flagger is again available. Any additional costs resulting from such delay shall be borne by the contractor and not the Railroad.

8.3 Payment.

8.3.1 The Contractor will pay the Railroad or appropriate flagging contractor directly for the cost of flagging services associated with the project and notify the MoDOT Resident Engineer of such payments.

8.3.2 The Contractor shall be responsible for arranging needed flagging services as required by the Railroad to accomplish the highway improvement.

8.3.3 The cost of flagging service is estimated at approximately \$1,600 per day based on an 8-hour work day and a 40-hour work week. This cost includes the base pay for the flagger, overhead, and per diem charge for travel expenses, meals and lodging.

If flagging is provided by an approved Third-Party Flagging Company, rates and billing will be governed by the agreement set up between the Contractor and the Third-Party Flagging Company at the time the services are provided. It is the responsibility of the Contractor to ensure that billing complies with applicable provisions of Volume 1, Chapter 4, §3 and Volume 6, Chapter 6 §2, Subsection 1 of the Federal-Aid Highway Program Manual issued by the Federal Highway Administration, including all current amendments.

If flagging is provided by the Railroad, the charge to the contractor by the Railroad will be the actual cost based on the rate of pay for the Railroad's employees who are available for flagging service at the time

the service is required. Work by a flagger in excess of 8 hours per day or 40 hours per week but not more than 12 hours a day will result in overtime pay at 1 1/2 times the appropriate rate. Work by a flagger in excess of 12 hours per day will result in overtime pay at 2 times the appropriate rate. If work is performed on a holiday, the flagging rate is 2 1/2 times the normal rate. Railroad expenses incurred preparing and handling invoices will also be charged to the contractor and/or the Commission. Charges to the contractor and/or the Commission by the Railroad shall be in accordance with applicable provisions of Volume 1, Chapter 4, §3 and Volume 6, Chapter 6, §2, Subsection 1 of the Federal-Aid Highway Program Manual issued by the Federal Highway Administration, including all current amendments. Flagging costs are subject to change. The above estimates of flagging cost are provided for information only and are not binding in any way. Each time a flagger is called, the minimum period for billing will be the 8 hour basic day unless the flagger can be assigned to other Railroad work during the work day.

8.3.4 In addition to the hours of providing flagging at the construction site, the flagger hours will include, but is not limited to, travel time to and from the project, time to complete paperwork for the flagging operations and time for setting warning signs/flags for the train traffic.

8.4 Verification.

8.4.1 Any complaints concerning a flagger shall be resolved in a timely manner. If need for a flagger is questioned, please contact the Railroad Engineer and Ms. Kara Brockamp, Manager of Public Projects at (913) 551-4484. All verbal complaints shall be confirmed in writing by the contractor within 5 working days with copy to the Railroad Engineer and Engineer. All written correspondence shall be addressed to the BNSF Manager of Public Projects as shown in Section 2.1 of this job special provision.

8.4.2 The Railroad flagger assigned to the project will be responsible for notifying the Engineer upon arrival at the job site on the first day, or as soon thereafter as possible, that flagging services begin and on the last day that flagger performs such services for each separate period that services are provided. The Engineer will document such notification in the project records.

9.0 Haul Across Railroads.

9.1 Where the plans show or imply that materials of any nature must be hauled across the Railroad's tracks, unless the plans clearly show that the Commission has included arrangements for such haul in the agreement with the Railroad, the contractor shall be required to make all necessary arrangements with the Railroad regarding means of transporting such materials across the Railroad's tracks. The contractor shall be required to bear all costs incidental to such crossings, including flagging, whether services are performed by contractor's own forces or by Railroad's personnel.

9.2 No crossing may be established for use of the contractor for transporting materials or equipment across the tracks of the Railroad unless specific authority for the installation, maintenance, necessary watching and flagging thereof and removal, all at the expense of the contractor, is first obtained from the Railroad Engineer.

10.0 Work for the Benefit of the Contractor. All temporary or permanent changes in wire lines or other facilities which are considered necessary to the project are shown on the plans, and are included in the agreement between the Commission and the Railroad or will be covered by appropriate revisions to same which will be initiated and approved by the Commission and/or the Railroad. Should the contractor desire any changes in addition to the above, then contractor shall make separate arrangements with the Railroad for same to be accomplished at the contractor's expense.

11.0 Cooperation and Delays. The contractor shall arrange a schedule with the Railroad for accomplishing staged construction involving work by the Railroad or tenants, licensees, easement grantees and invitees of the Railroad. In arranging a schedule, the contractor shall ascertain, from the Railroad, the lead time required for assembling crews, materials and make due allowance. No charge of claims of the contractor against the Railroad will be allowed for hindrance or delay on account of railway traffic for any work done by the Railroad, other delay incident to or necessary for safe maintenance of railway traffic, or for any delays due to compliance with this special provision.

12.0 Trainman's Walkways. Along the outer side of each exterior track of multiple operated track and on each side of single operated track, an unobstructed continuous space suitable for trainman's use in walking along trains shall be maintained extending to a line not less than 12 feet from centerline of track. Any temporary impediments to walkways and track drainage encroachments or obstructions allowed during work hours while Railway's protective service is provided shall be removed before the close of each workday. Any excavation near the walkway, the contractor shall install a handrail with a 12 feet minimum clearance from centerline of track.

13.0 Insurance. The amount of work to be performed upon, over or under Railroad's right of way is estimated to be 1 percent of the contractor's total bid for the project.

13.1 In addition to any other forms of insurance or bonds required under the terms of the contract and specifications, Contractor must, at its sole cost and expense, procure and maintain during the life of this Agreement the following insurance coverage:

Commercial General Liability insurance. This insurance shall contain broad form contractual liability with a combined single limit of a minimum of \$2,000,000 each occurrence and an aggregate limit of at least \$6,000,000 but in no event less than the amount otherwise carried by the contractor. Coverage must be purchased on a post 2004 ISO occurrence form or equivalent and include coverage for, but not limit to the following:

Bodily Injury and Property Damage
Personal Injury and Advertising Injury
Fire legal liability
Products and completed operations

This policy must also contain the following endorsements, which must be indicated on the certificate of insurance:

The definition of insured contract must be amended to remove any exclusion or other limitation for any work being done within 50 feet of railroad property.

Waiver of subrogation in favor of and acceptable to Railway.

Additional insured endorsement in favor of and acceptable to Railway.

Separation of insureds.

The policy shall be primary and non-contributing with respect to any insurance carried by Railway.

It is agreed that the workers' compensation and employers' liability related exclusions in the Commercial General Liability insurance policy(s) required herein are intended to apply to employees of the policy holder and shall not apply to Railway employees.

No other endorsements limiting coverage as respects obligations under this Agreement may be included on the policy with regard to the work being performed under this agreement.

Business Automobile Insurance. This insurance must contain a combined single limit of at least \$1,000,000 per occurrence, and include coverage for, but not limited to the following:

Bodily injury and property damage
Any and all vehicles owned, used or hired

The policy shall also contain the following endorsements or language, which shall be indicated on the certificate of insurance:

Waiver of subrogation in favor of and acceptable to Railway.
Additional insured endorsement in favor of and acceptable to Railway.
Separation of insureds.
The policy shall be primary and non-contributing with respect to any insurance carried by Railway.

Workers Compensation and Employers Liability insurance including coverage for, but not limited to:

Contractor's statutory liability under the worker's compensation laws of the state(s) in which the work is to be performed. If optional under State law, the insurance must cover all employees anyway.
Employers' Liability (Part B) with limits of at least \$500,000 each accident, \$500,000 by disease policy limit, \$500,000 by disease each employee.

This policy shall also contain the following endorsements or language, which shall be indicated on the certificate of insurance:

Waiver of subrogation in favor of and acceptable to Railway.

Railroad Protective Liability insurance naming only the Railway as the Insured with coverage of at least \$2,000,000 per occurrence and \$6,000,000 in the aggregate. The policy Must be issued on a standard ISO form CG 00 35 10 93 and include the following:

Endorsed to include the Pollution Exclusion Amendment (ISO form CG 28 31 10 93)
Endorsed to include the Limited Seepage and Pollution Endorsement.
Endorsed to remove any exclusion for punitive damages.
No other endorsements restricting coverage may be added.
The original policy must be provided to the Railway prior to performing any work or services under this Agreement

In lieu of providing a Railroad Protective Liability Policy, Licensee may participate in Licensor's Blanket Railroad Protective Liability Insurance Policy available to contractor.

13.2 Other Requirements:

13.2.1 All policies (applying to coverage listed above) must not contain an exclusion for punitive damages and certificates of insurance must reflect that no exclusion exists.

13.2.2 Contractor agrees to waive its right of recovery against Railway for all claims and suits against Railway. In addition, its insurers, through the terms of the policy or policy endorsement, waive their right of subrogation against Railway for all claims and suits. The certificate of insurance must reflect the waiver of subrogation endorsement. Contractor further waives its right of recovery, and its insurers also waive their right of subrogation against Railway for loss of its owned or leased property or property under contractor's care, custody or control.

13.2.3 Contractor is not allowed to self-insure without the prior written consent of Railway. If granted by Railway, any deductible, self-insured retention or other financial responsibility for claims must be covered directly by contractor in lieu of insurance. Any and all Railway liabilities that would otherwise, in accordance with the provisions of this Agreement, be covered by contractor's insurance will be covered as if contractor elected not to include a deductible, self-insured retention or other financial responsibility for claims.

13.2.4 Prior to commencing the Work, contractor must furnish to Railway an acceptable certificate(s) of insurance including an original signature of the authorized representative evidencing the required coverage, endorsements, and amendments and referencing the contract audit/folder number if available. Contractor shall notify Railway in writing at least 30 days prior to any cancellation, non-renewal, substitution or material alteration. Upon request from Railway, a certified duplicate original of any required policy must be furnished. Contractor should send the certificate(s) to the following address:

Railroad:	Commission:			
BNSF Railway Company	Ms.	Brandi		Baldwin
P.O. Box 140528	State	Construction	and	Materials
Kansas City, MO 64114	MoDOT			Engineer
Toll Free: 877-576-2378	P.O.	Box		270
Fax number: 817-840-7487	Jefferson	City,	MO	65102
Email:				BNSF@certfocus.com
www.certfocus.com				

13.2.5 Any insurance policy must be written by a reputable insurance company acceptable to Railway or with a current Best's Guide Rating of A- and Class VII or better, and authorized to do business in the state(s) in which the service is to be provide.

13.2.6 Contractor represents that this Agreement has been thoroughly reviewed by contractor's insurance agent(s)/broker(s), who have been instructed by contractor to procure the insurance coverage required by this Agreement. Allocated Loss Expense must be in addition to all policy limits for coverages referenced above. Not more frequently than once every five years, Railway may reasonably modify the required insurance coverage to reflect then-current risk management practices in the railroad industry and underwriting practices in the insurance industry.

13.2.7 If any portion of the operation is to be subcontracted by contractor, contractor must require that the subcontractor provide and maintain the insurance coverages set forth herein, naming Railway as an additional insured, and requiring that the subcontractor release, defend and indemnify Railway to the same extent and under the same terms and conditions as contractor is required to release, defend and indemnify Railway herein.

13.2.8 Failure to provide evidence as required by this section will entitle, but not require, Railway to terminate this Agreement immediately. Acceptance of a certificate that does not comply with this section will not operate as a waiver of contractor's obligations hereunder.

13.2.9 The fact that insurance (including, without limitation, self-insurance) is obtained by contractor will not be deemed to release or diminish the liability of contractor including, without limitation, liability under the indemnity provisions of this Agreement. Damages recoverable by Railway will not be limited by the amount of the required insurance coverage.

13.2.10 For purposes of this section, Railway means “Burlington Northern Santa Fe LLC”, “BNSF RAILWAY COMPANY” and the subsidiaries, successors, assigns and affiliates of each.

13.2.11 Railroad will not accept binders as evidence of insurance, the original policy shall be provided. The named insured, description of the work and designation of the job site to be shown on the Policy are as follows:

(a) Named Insured: BNSF Railway Company

(b) Description and Designation:

Resurfacing (mill/fill) Pemiscot County Routes K & M.

Job No. JST0161

Route K, US DOT# 665544K MP 208.37 BNSF River Sub north of Hayti, MO.,

Route M, US DOT# 664095U MP 229.7 BNSF River Sub south of Holland, MO.

13.2.12 The contractor must notify BNSF Manager of Public Projects at Kara.brockamp@bnsf.com when applying for railroad insurance coverage.

13.3 If any part of the work is sublet, similar insurance and evidence thereof in the same amounts as required of the prime contractor, shall be provided by or in behalf of the subcontractor to cover the subcontractor's operations. Endorsements to the prime contractor's policies specifically naming subcontractors and describing their operations will be acceptable for this purpose.

13.4 All Insurance hereinbefore specified shall be carried until all work required to be performed under the terms of the contract has been satisfactorily completed within the limits of the Railroad's right of way as evidenced by the formal acceptance by the Commission. Insuring Companies may cancel insurance by permission of the Commission and Railroad or on 30 days written notice to the Railroad and Commission.

14.0 Hazardous Materials Compliance and Reporting. Contractor shall be responsible for complying with all applicable federal, state and local governmental laws and regulations, including, but not limited to environmental laws and regulations (including but not limited to the Resource Conservation and Recovery Act, as amended; the Clean Water Act, as amended; the Oil Pollution Act, as amended; the Hazardous Materials Transportation Act, as amended; and the Comprehensive Environmental Response, Compensation and Liability Act, as amended), and health and safety laws and regulations. In addition to the liability provisions contained elsewhere in this job special provision, the contractor hereby indemnifies, defends and holds harmless the Railroad for, from and against all fines or penalties imposed or assessed by federal, state and local governmental agencies against the Railroad which arise out of contractor's work under this special provision. Notwithstanding the preceding sentence, the contractor will not be liable for pre-existing hazardous materials or hazardous substances discovered on Railroad's property or right of way so long as such hazardous materials or hazardous substances were not caused by (in whole or in part) contractor's work, acts or omissions. If contractor discovers any hazardous waste, hazardous substance, petroleum or other deleterious material, including but not limited to any non-containerized commodity or material, on or adjacent to Railroad's property, in or near any surface water, swamp, wetlands or waterways, while performing any work under this special provision, the contractor shall immediately:

(a) Notify the Railroad's Resource Operations Center at (800) 832-5452, of such discovery.

(b) Take safeguards necessary to protect employees, subcontractors, agents and/or third parties.

(c) Exercise due care with respect to the release, including the taking of any appropriate measure to minimize the impact of such release

15.0 Personal Injury Reporting. The Railroad is required to report certain injuries as a part of compliance with Federal Railroad Administration ("FRA") reporting requirements. Any personal injury sustained by any employee of the contractor, subcontractor or contractor's invitees while on the Railroad's property shall be reported immediately, by phone or mail if unable to contact in person, to the Railroad's representative in charge of the project. The Non-Employee Personal Injury Data Collection Form is to be completed and sent by Fax to the Railroad at (817) 352-7595 and to the Railroad's Project Representative no later than the close of shift on the date of the injury.

16.0 Failure to Comply. In the event the contractor violates or fails to comply with any of the requirements of this special provision, the below orders will be applied. Any such orders shall remain in effect until the contractor has remedied the situation to the satisfaction of the Railroad Engineer and the Engineer.

(a) The Railroad Engineer may require that the contractor to vacate the Railroad's property.

(b) The Engineer may withhold all monies due to the contractor until contractor has remedied the situation to the satisfaction of the Railroad Engineer and the Engineer.

17.0 Payment for Cost of Compliance. No separate payment will be made for any extra cost incurred on account of compliance with this special provision. All such cost shall be included in the contract unit price for other items included in the contract. Railroad will not be responsible for paying the contractor for any work performed under this special provision.

W. Cooperation Between Contractors

1.0 Description. Job J9S3774, Route Z Dunklin County Bridge replacement over Main Drainage Ditch, will be taking place during the same contract period as JST0161. The Contractor shall follow all specifications as set forth in the Missouri Standard Specifications section 105.6.