

Job No.: JKRM0121

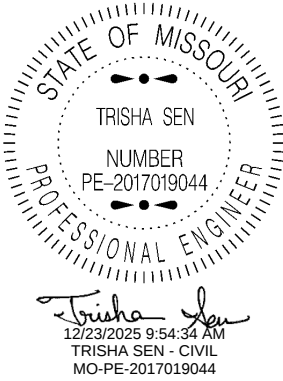
Route: Various

County: Various

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

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	MISSOURI HIGHWAYS AND TRANSPORTATION COMMISSION 105 W. CAPITOL AVE. JEFFERSON CITY, MO 65102 Phone 1-888-275-6636
	If a seal is present on this sheet, JSP's have been electronically sealed and dated.
	JOB NUMBER: JKRM0121 Various COUNTY, MO DATE PREPARED: 12/15/25
	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:	March 9, 2026
Contract Completion Date:	August 7, 2026

3.0 Liquidated Damages for Contract Administrative Costs. Should the contractor fail to complete the work on or before the contract completion date specified in Section 2.0, or within the number of calendar days specified in Section 2.1, whichever occurs first, the contractor will be charged contract administrative liquidated damages in accordance with Sec 108.8 in the amount of **\$750** per calendar day

for each calendar day, or partial day thereof, that the work is not fully completed. For projects in combination, these damages will be charged in full for failure to complete one or more projects within the specified contract completion date or calendar days.

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

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

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

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

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

2.0 Traffic Management Schedule.

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

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

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

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

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

2.5.1 Traffic Safety.

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

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

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.

3.3 The contractor shall be aware that traffic volume data indicates construction operations on the roadbed between the following hours will likely result in traffic queues greater than 15 minutes. Based on this, the contractor's operations will be restricted accordingly unless it can be successfully demonstrated the operations can be performed without a 15 minute queue in traffic. It shall be the responsibility of the engineer to determine if the above work hours may be modified. Working hours for evenings, weekends and holidays will be determined by the engineer. The contractor may not work during the following listed hours:

6:30 a.m. - 8:30 a.m. Monday through Friday

3:00 p.m. - 6:00 p.m. Monday through Friday

3.5 The contractor shall not alter the start time, ending time, or a reduction in the number of through lanes of traffic or ramp closures without advance notification and approval by the engineer. The only work zone operation approved to begin 30 minutes prior to a reduction in through traffic lanes or ramp closures is the installation of traffic control signs. Should lane closures be placed or remain in place, prior to the approved starting time or after the approved ending time, the Commission, the traveling public, and state and local police and governmental authorities will be damaged in various ways, including but not limited to, increased construction administration cost, potential liability, traffic and traffic flow regulation cost, traffic congestion and motorist delays, with a resulting cost to the traveling public. These damages are not easily computed or quantified. Therefore, the contractor will be charged with liquidated damages specified in the amount of **\$500 per 15 minute increment** for each 15 minutes that the temporary lane closures are in place and not open to traffic in excess of the limitation as specified elsewhere in this special provision. It shall be the responsibility of the engineer to determine the quantity of unapproved closure time.

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

4.0 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.

Missouri Highway Patrol Troop A	816-622-0800
MoDOT Customer Service	888-275-6636
Johnson County Sheriff	660-747-6469
Lafayette County Sheriff	660-259-3622
Pettis County Sheriff	660-827-0052
Saline County Sheriff	660-886-5512

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-96-05A

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

Trisha Sen, Project Contact
Kansas City District
600 NE Colbern Rd
Lee's Summit, MO 64086

Telephone Number: 816-607-2029
Email: Trisha.Sen@modot.mo.gov

1.1 All questions concerning the bid document preparation can be directed to the Central Office – Design as listed below.

Telephone Number: (573) 751-2876
Email: BCS@modot.mo.gov

Job No.: JKRM0121

Route: Various

County: Various

2.0 Upon award and execution of the contract, the successful bidder/contractor shall forward all questions and coordinate the work with the engineer listed below:

Robert Vohs, Resident Engineer
Kansas City District
600 NE Colbern Rd
Lee's Summit, MO 64086

Telephone Number: 816-365-0863

Email: Robert.Vohs@modot.mo.gov

F. Project Details and Quantities

1.0 Description. This Project consists of applying pavement marking as described here in. These markings will be applied over existing markings. No new pavement marking is being added or modified, though some of the existing markings may be faded to the point of no longer being visible. It is the intent of this project that all pavement markings should be applied using driven pavement marking equipment. No markings should require hand marking techniques.

If lane closures or road closures prevent work on portions of this project, then these portions may be omitted from the project, as directed by the engineer.

The project limits are as listed below. These limits include all highway mainlines, ramps, turn lanes, and around islands. No interchange cross roads are included. The total length of pavement marking limits are 120.901 miles.

US 24: Log 68.783 to 70.001, US 65 to north end of the Missouri River Bridge

US 50: Log 28.419 to 89.514, all of Johnson and Pettis Counties

US 65: Log 151.424 to 210.012, Benton/Pettis County Line to US 24

County: Various

2.2 Mobilization is as follows:

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

3.0 Pavement Marking. Pavement marking quantities are as follows:

US 24 EASTBOUND PAVEMENT MARKING IN LAFAYETTE COUNTY						
BEGIN	END	LENGTH	Pavement Marking Paint			REMARK
			Class 2, TYPE L BEADS			
		6 IN.	6 IN.	4 IN.	4 IN.	
		SOLID	SOLID	SOLID	INTERMITTENT	
LOG	LOG	WHITE	WHITE	YELLOW	YELLOW	
MILE	MILE	L in FT	L IN FT	L IN FT	L IN FT	
68.78	70.00	6441.60	12883.20	12777.60	910.80	TOTAL FROM US 65/US 24 MERGE TO N OF MO RIVER
68.78	68.86	422.40	844.80	1689.60		EB US 24 from merge w ith US 65 to end of taper
68.86	68.92	316.80	633.60	633.60		Double Yellow - end of taper to 60 MPH sign
68.92	69.13	1108.80	2217.60	2217.60	277.20	Solid Yellow for SB/Skip for NB
69.13	69.13	0.00	0.00	0.00		Double Yellow
69.13	69.33	1056.00	2112.00	2112.00	264.00	Solid Yellow for NB/Skip for SB
69.33	69.72	2059.20	4118.40	4118.40		Double Yellow
69.72	69.91	1003.20	2006.40	2006.40	250.80	Solid Yellow for SB/Skip for NB
69.91	70.00	475.20	950.40		118.80	Single Skips - North side of MO River Bridge
Subtotal EB 24		6441.60	12883.20	12777.60	910.80	

Quantities continue on next sheet.

Job No.: JKRM0121

Route: Various

County: Various

US 50 EASTBOUND PAVEMENT MARKING IN JOHNSON COUNTY							
BEGIN	END		PAVEMENT MARKING PAINT				REMARK
			CLASS 2, TYPE L BEADS				
		6 IN.	6 IN.	6 IN. WHITE	6 IN.	4 IN.	
		SOLID	SOLID	INTERMIT.	SOLID	SOLID	
LOG	LOG	WHITE	WHITE	OR DOT	YELL.	YELL.	
MILE	MILE	L in FT	L IN FT	L IN FT	L IN FT	L IN FT	
28.42	64.30	189448	214643	50398	8880	189923	TOTAL FROM JACKSON COUNTY LINE TO PETTIS COUNTY LINE
28.42	29.44	5386	5386	1347		5386	County Line to J-turn
29.44	29.50	317	634	79		317	J-turn to end of solid merge lane
29.50	29.80	1584	1584	792		1584	End of solid merge lane to end of drop lane
29.80	29.86	317	317	79		317	End of merge lane to right turn lane to RT AA
29.86	29.95	475	1425	119		475	Beginning right turn lane to RT AA to RT AA
29.95	30.02	370	740	93		370	RT AA to end of merge lane
30.02	30.30	1478	1478	739		1478	Dotted line end of solid merge lane to beginning left turn lane
30.30	30.32	106	318	80		106	Dotted line to beginning of right turn lane gore
30.32	30.34	106	318	27		106	Dotted line to beginning solid left turn line
30.34	30.41	370	370	93		370	Beginning to end of left turn lane at CRD 1801
30.41	30.86	2376	2376	594		2376	end of left turn lane to CRD 1801 to left/right turn to CRD 1751
30.86	30.90	211	633	106		211	Begin dotted line for left turn lane to 1751 to beginning solid left turn line
30.90	30.96	317	1268	79		317	Beginning solid left turn line to CRD 1751
30.96	31.17	1109	1109	277		1109	CRD 1751 to J-turn to RT W
31.17	31.21	211	422	53		211	Beginning J-turn solid line to beginning dotted line
31.21	31.40	1003	1003	502		1003	end solid line to end of left tun dotted line
31.40	31.46	317	634	159		317	beginning solid line for left turn to RT Z to beginning solid right turn
31.46	31.58	634	1902	159		634	beginning solid right turn lane to end of solid merge lane
31.58	31.64	317	317	159		317	to end of merge lane from RT W
31.64	31.94	1584	1584	396		1584	End of merge lane to beginning J-turn left turn lane dotted line
31.94	31.99	264	264	132		264	beginning dotted line to beginning solid line at J-turn left turn lane
31.99	32.02	158	316	40		158	beginning solid line to end of solid line for J-turn left turn lane
32.02	32.30	1478	1478	370		1478	End of J-turn to beginning left turn lane to Pow ell Gardens
32.30	32.36	317	317	79		317	beginning to end of left turn lane to Pow ell Gardens
32.36	32.65	1531	3062	383		1531	End of Left turn lane fro Pow ell Gardens to left turn for CRD 1601
32.65	32.74	475	950	119		475	beginning left turn lane to end of left turn lane for CRD 1601
32.74	35.20	12989	12989	3247		12989	end left turn lane to CRD 1601 to beginning J-turn to MO 131
35.20	35.30	528	1056	132		528	beginning of MO 131 J-turn solid line to beginning dotted line
35.30	35.34	211	211	106		211	Beginning dotted line to end dotted line for J-turn
35.34	35.43	475	475	119		950	end dotted line tobeginning left turn lane for MO 131
35.43	35.48	264	264	132		264	begin dotted line for MO 131 J-turn to beginning right turn lane dotted line
35.48	35.52	211	211	158		211	begin dotted line for right turn lane to begin solid line for lt/rt turn lane
35.52	35.60	422	1266	106		422	beginning solid line for left turn for MO 131 to MO 131
35.60	35.72	634	1268	159		634	beginning drop lane at MO 131 to beginning dotted line
35.72	35.83	581	581	291		581	Beginning of end of dotted line from MO 131
35.83	36.14	1637	1637	409		1637	end of dotted line to beginning J-turn to NB MO 131
36.14	36.18	211	211	106		211	begin dotted line to begin solid line at J-turn left turn lane to NB MO 131
36.18	36.28	528	1056	132		528	end solid line to end of NB MO 131 J-turn
36.28	45.41	48206	48206	12052		48206	End NB MO 131 J-turn to beginning SB MO 58 J-turn
45.41	45.52	581	1162	145		581	Beginning SB MO 58 J-turn solid line to beginning dotted line
45.52	45.82	1584	1584	792		1584	Beginning dotted line to end of dotted line to MO 58
45.82	45.98	845	1690	211		845	begin solid line for right turn lane to end of solid line for Mo 58 merge lane

EB US 50 Quantities continue on next sheet.

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Route: Various

County: Various

45.98	46.08	528	528	264		528	beginning dotted line in merge lane to end of dotted line
46.08	46.22	739	739	185		739	End dotted line from MO 58 to beginning dotted line to WB US 50
46.22	46.26	211	211	53		211	beginning dotted line for WB US 50 J-turn to end of dotted line
46.26	46.34	422	424	106		422	Beginning solid line to end of J-turn for WB US 50
46.34	50.20	20381	20381	5095		20381	end of MO 58 J-turn to BU 50 right turn lane
50.20	50.25	264	264	132		264	dotted line across BU 50 right turn lane
50.25	51.22	5122	5122	1281		5122	BU 50 to BU13
51.22	51.28	317	317	79		317	beginning to end of dotted line at BU 13 onramp
51.28	51.60	1690	1690	423		1690	BU 13 onramp to BU 13 offramp
51.60	51.68	422	422	211		422	Beginning to end of dotted line at BU 13 offramp
51.68	51.94	1373	1373	343		1373	End of dotted line at BU 13 offramp to beginning PCA Road dotted line
51.94	52.08	739	739	370		739	beginning to end of US 50 to PCA Road offramp dotted line
52.08	52.60	2746	2746	687		2746	US 50 to PCA Road off ramp to the onramp
52.60	52.62	106	106	53		106	Dotted line across PCA Road to US 50 onramp
52.62	53.22	3168	3168	792		3168	PCA to US 50 onramp to Devasher Rd beginning dotted line
53.22	53.26	211	211	106		211	dotted line to solid line for left turn lane Devasher Rd
53.26	53.36	528	1056	132		528	Solid line from Devasher left turn lane to merge lane
53.36	53.40	211	211	106		211	Dotted line for Devasher merge lane to US 50
53.40	53.84	2323	2323	581		2323	Devasher Rd to US 50 to MO 13 offramp
53.84	53.90	317	317	159		317	US 50 to MO 13 offramp skips
53.90	54.44	2851	2851	713		2851	US 50 offramp gore point to US 50 onramp gore point
54.44	54.48	211	211	106		211	Beginning to end for skips from US 50 onramp gore point
54.48	60.53	31944	31944	7986		31944	US 50 Onramp to MO 23 offramp
60.53	60.57	211	211	106		211	Dotted line across MO 23 offramp
60.57	60.98	2165	2165	541		2165	MO 23 offramp to MO 23 onramp
60.98	61.02	211	211	106		211	beginning to end of dotted line at bottom of MO 23 onramp
61.02	61.26	1267	1267	317		1267	MO 23 onramp to RT J left turn lane
61.26	61.30	211	422	53		211	Solid line for RT J left turn lane
61.30	62.52	6442	6442	1611		6442	RT J to RT D
62.52	62.53	53	106	13		53	Solid line for RT D left turn lane
62.53	64.24	9029	9029	2257		9029	RT D to beginning of Solid line at RT FF
64.24	64.30	317	634	79		317	Beginning solid line at RT FF to Pettis county line
							Ramps
			1765		830		RP BU 13 TO US 50 E E
			905		750		RP BU 13 TO US 50 W W
			1150		810		RP US 50 E TO BU 13 S
			785		805		RP US 50 W TO BU 13 N
			1625		1055		RP US 50 E TO BU 50 W
			1740		1320		RP US 50 E TO MO 13 S
			1705		1345		RP MO 13 TO US 50 E E
			1725		885		RP US 50 E TO MO 23 E
			1330		1080		RP MO 23 TO US 50 E E
Subtotal EB 50		189448	214643	50398	8880	189923	

Quantities continue on next sheet.

US 50 WESTBOUND PAVEMENT MARKING IN JOHNSON COUNTY						
BEGIN	END	PAVEMENT MARKING PAINT				REMARK
		CLASS 2, TYPE L BEADS				
		6 IN.	6 IN.	6 IN. WHITE	6 IN.	
		SOLID	SOLID	INTERMIT.	SOLID	
LOG	LOG	WHITE	WHITE	OR DOT	YELL.	
MILE	MILE	L in FT	L IN FT	L IN FT	L IN FT	
197.64	233.43	188972	200271	50028	189500	TOTAL FROM JACKSON COUNTY LINE TO PETTIS COUNTY LINE
197.64	199.34	8976	8976	2244	8976	County Line to J-turn
199.34	199.38	211	422	53	211	Solid line for RT D left turn lane
199.38	200.14	4013	4013	1003	4013	RT D to US 50 offramp to left turn lane to Vaughn ST
200.14	200.19	264	528	66	264	Solid line for left turn lane to Vaughn ST
200.19	200.86	3538	3538	885	3538	Vaughn St to US 50 to MO 23 offramp
200.86	200.88	106	106	27	106	Dotted line at US 50 to MO 23 offramp
200.88	201.35	2482	2482	621	2482	US 50 to MO 23 offramp to MO 23 to US 50 onramp
201.35	201.38	158	158	79	158	Dotted line at bottom of MO 23 to US 50 offramp
201.38	201.64	1373	1373	343	1373	MO 23 to US 50 offramp to left turn lane at Angus LN
201.64	201.67	158	316	40	158	Solid line for left turn lane at Angus Ln
201.67	207.46	30571	30571	7643	30571	Angus LN to US 50 offramp to MO 13
207.46	207.49	158	158	79	158	Dotted lines at US 50 to MO 13 offramp
207.49	208.06	3010	3010	753	3010	US 50 to MO 23 offramp to MO 23 to US 50 onramp
208.06	208.17	581	581	145	581	Dotted line for merge lane from MO 23 to US 50 onramp
208.17	208.90	3854	3854	964	3854	MO 23 to US 50 onramp to right turn lane to Stahl Dr
208.90	209.02	634	634	317	634	Dotted line across right turn lane to Stahl Dr
209.02	209.04	106	212	27	106	Solid line for right turn lane at Stahl Dr
209.04	209.08	211	633	53	211	Gore point for Stahl Dr to end of gore point
209.08	209.12	211	422	53	422	End of Gore point to end of right turn lane for Stahl Dr
209.12	209.84	3802	3802	951	3802	End of Right turn lane to end of gore point from Stahl Dr ramp
209.84	209.92	422	422	106	422	Dotted line from bottom of Stahl Dr to end of Stahl Dr ramp
209.92	210.29	1954	1954	489	1954	End of Stahl Dr ramp to beginning dotted line for US 50 offramp to BU 13
210.29	210.36	370	370	185	370	beginning to end of dotted line for US 50 offramp to BU 13
210.36	210.65	1531	1531	383	1531	End of dotted line at US 50 offramp to BU 13 to BU 13 to US 50 onramp
210.65	210.74	475	475	238	475	beginning to end of dotted line at bottom of on ramp from BU 13 to US 50
210.74	215.60	25661	25661	6415	25661	end of dotted line to beginning of solid line for WB MO 58 J-turn
215.60	215.69	475	950	119	475	beginning solid line to end of solid line for MO 58 WB J-turn
215.69	215.89	1056	1056	528	1056	beginning dotted line to beginning of dotted line for MO 58 WB left turn lane
215.89	215.92	158	158	119	158	beginning to end of dotted line for MO 58 WB left turn lane
215.92	215.96	211	633	106	211	gore point for MO 58 left turn lane to beginning solid line for CRD 501 right turn lane
215.96	215.98	106	424	27	106	begin solid line for CRD 50 right turn lane to begin median for Mo 58 offset left
215.98	216.04	317	951	79	634	grass median for MO 50 offset left to end of CRD 501st right turn lane
216.04	216.40	1901	1901	475	1901	CRD 501 to beginning dotted line for US 50 EB J-turn
216.40	216.43	158	158	79	158	Dotted line for US 50 EB J-turn
216.43	216.52	475	950	119	475	Solid line for US 50 EB J-turn to MO 58
216.52	225.56	47731	47731	11933	47731	End of J-turn to beginning EB US 50 J-turn to NB MO 131
225.56	225.66	528	1056	132	528	Beginning to end solid line for EB US 50 J-turn to NB MO 131
225.66	225.78	634	634	317	634	Beginning to end dotted line for EB US 50 J-turn to NB MO 131
225.78	226.06	1478	1478	370	1478	End EB US 50 J to NB MO 131 to begin dot WB US 50 left turn lane to SB MO 131
226.06	226.11	264	264	132	264	Beginning to end dotted line for WB US 50 left turn lane to SB MO 131
226.11	226.11	0	0	0	0	Begin solid for SB MO 131 turn lane to begin dot line to NB MO 131 right turn lane
226.11	226.21	528	1584	264	528	beginning to end dotted line for NB MO 131 right turn lane

WB 50 quantities continue on the next sheet.

Job No.: JKRM0121

Route: Various

County: Various

226.21	226.23	106	424	27	106	beginning to end solid line for NB MO 131 right turn lane
226.23	226.36	686	2058	172	686	beginning to end solid line for NB MO 131 merge turn lane
226.36	226.52	845	845	423	845	Dotted line for NB MO 131 merge lane to WB US 50
226.52	226.54	106	106	53	106	Beginning to end dotted line for WB US 50 J-turn to SB MO 131
226.54	226.64	528	1056	132	528	Beginning to end solid line for WB US 50 J-turn to SB MO 131
226.64	229.80	16685	16685	4171	16685	End of WB US 50 J-turn to SB MO 131 to beginning EB US 50 J-turn to NB RT Z
229.80	229.86	317	634	79	317	Beginning to end solid line for WB US 50 J-turn to RT Z
229.86	230.04	950	950	475	950	Beginning to end dotted line for WB US 50 J-turn to RT Z
230.04	230.25	1109	1109	277	1109	Begin dot line for left turn lane WB US 50 to RT W to begin right turn lane to RT Z
230.25	230.26	53	53	40	53	Begin right turn lane to RT Z to begin solid line left turn lane WB US 50 to RT W
230.26	230.30	211	422	106	211	begin solid line for left turn lane to RT W to begin solid line for right turn to RT Z
230.30	230.33	158	316	40	158	beginning to end solid line for right turn lane to RT Z
230.33	230.41	422	422	106	422	RT Z to end of solid line for merge lane to WB US 50
230.41	230.56	792	792	396	792	beginning to end - dotted line from RT Z to end of Merge lane
230.56	230.61	264	264	66	264	beginning to end dotted line WB US 50 J-turn to EB US 50
230.61	230.67	317	634	79	317	beginning to end solid line for WB US 50 to EB US 50 J-turn
230.67	230.81	739	739	185	739	End of J-turn to EB US 50 to beginning of left/right turn to CRD 1751
230.81	230.84	158	474	79	158	beginning to end dotted line for left turn to CRD 1751
230.84	230.89	264	1056	66	264	beginning to end solid line for CRD 1751 left turn lane
230.89	231.34	2376	2376	594	2376	CRD 1751 to dotted line at CRD left turn lane
231.34	231.36	106	106	53	106	Begin dot line for left turn lane CRD 1801 to solid line for right turn lane CRD 1801
231.36	231.38	106	318	53	106	dotted line to solid line for CRD left turn lane
231.38	231.43	264	1056	66	264	End solid line to CRD 1801
231.43	231.48	264	528	66	264	begin to end solid line for WB US 50 merge lane
231.48	231.70	1162	1162	581	1162	Begin to end dotted line - merge lane to WB US 50 from CRD 1801
231.70	231.90	1056	1056	264	1056	End merge lane from CRD 1801 to RT AA merge lane to WB US 50
231.90	231.94	211	422	53	211	Beginning to end of solid line for RT AA merge lane to WB US 50
231.94	232.18	1267	1267	634	1267	beginning to end dotted line for RT AA merge lane to WB US 50
232.18	232.30	634	634	159	634	End of RT AA merge lane at WB US 50 to left turn J-turn to EB US 50
232.30	232.36	317	317	159	317	Beginning to end dotted line at WB US 50 left turn J-turn to EB US 50
232.36	232.40	211	422	53	211	beginning to end solid line for WB US 50 left turn J-turn to EB US 50
232.40	233.43	5438	5438	1360	5438	End of J-turn to EB US 50 to Jackson County Line
			1755		1255	RP US 50 W TO MO 23 W
			1820		1465	RP MO 23 TO US 50 W W
			1350		1115	RP BU 50 TO US 50 W W
			1610		1025	RP US 50 W TO MO 13 N
			1820		1460	RP MO 13 TO US 50 W W
Subtotal WB 50		188972	208626	50028	195820	

Quantities continue on next sheet.

US 50 EASTBOUND PAVEMENT MARKING IN PETTIS COUNTY								
BEGIN	END		PAVEMENT MARKING PAINT					REMARK
			CLASS 2, TYPE L BEADS					
		6 IN.	6 IN.	6 IN. WHITE	6 IN.	4 IN.	4 IN.	
		SOLID	SOLID	INTERMIT.	SOLID	SOLID	INTER.	
LOG	LOG	WHITE	WHITE	OR DOT	YELL.	YELL.	YELL.	
MILE	MILE	L in FT	L IN FT	L IN FT	L IN FT	L IN FT	L IN FT	
64.30	89.51	133211	247257	34599	64678	103589	15437	TOTAL JOHNSON COUNTY TO COOPER COUNTY
64.30	67.88	18902	18902	4726	18902			Johnson County line to La Monte J-turn
67.88	67.94	317	634	79	317			beginning to end of solid line at outside J-turn to MO 127
67.94	68.03	475	1425	238	475			beginning to end solid line for merge lane to NB MO 127
68.03	68.07	211	211	106	211			beg. to end dot line for inside SB 127 to EB 50 merge lane
68.07	68.14	370	1110	93	370			beginning dotted line for right turn lane to MO 127
68.14	68.18	211	422	106	422			Beginning dotted line for left turn lane to NB MO 127
68.18	68.22	211	211	106	211			beg. solid line left turn lane to solid lane right turn to SB 127
68.22	68.27	264	792	66	528			End solid line at SB MO 127
68.27	68.41	739	1478	185	1478			Beginning to end solid line EB MO 127 merge lane to US 50
68.41	68.54	686	686	343	686			beginning to end of dotted line for merge lane to US 50
68.54	68.58	211	211	53	211			end dot line merge lane to beg. dot line for EB 50 J to NB 127
68.58	68.64	317	951	159	317			beginning to end dotted line left turn lane to NB MO 127
68.64	68.72	422	1688	106	422			beginning to end solid line left turn lane to NB MO 128
68.72	68.78	317	1268	79	317			Beginning to end solid line for Pleasant Green RD
68.78	73.10	22810	45620	5703	22810			End turn lane of Pleasant Green Rd to Left turn lane to RT T
73.10	73.14	211	422	53	211			Solid Line left turn lane to RT T
73.14	74.95	9557	19114	2389	9557			End left turn lane to RT T to left turn lane of RT MM
74.95	74.98	158	158	40	158			beginning to end solid line for RT MM left turn lane
74.98	75.76	4118	4118	2059	4118			RT MM to left turn lane U-turn to WB US 50
75.76	75.82	317	317	79	317			Beginning to end solid line for left tun lane U-turn
75.82	76.32	2640	2640	1320	2640			End left turn lane U-turn to WB US 50 to end divided hiw ay
76.32	76.44	634	1268	317		2536		end divided highway to begin TWLTL
76.44	77.08	3379	6758	1690		6758	1690	beginning TWLTL to end TWLTL
77.08	77.14	317	634	159		1268		End TWLTL to beginning left turn lane
77.14	77.15	53	106	27		106		begin left turn lane to beginning solid w hite line to signal
77.15	77.15	0	0	0		0		Beginning to end solid line for left turn lane
77.15	77.24	475	475	238		950		Begin to end solid line for WB 50 left turn lane to Curry Dr
77.24	77.63	2059	4118	1030		8236		End WB 50 left turn lane to concrete median at Mitchell RD
77.63	77.76	686	1372	343		1372		Concrete Median to beginning TWLTL
77.76	77.84	422	844	211		844	211	Beginning TWLTL to left turn lane for Winchester Dr
77.84	77.88	211	633	106		422		begin to end solid line left turn lane to NB Winchester Dr
77.88	77.92	211	633	106		422		begin to end solid line left turn lane to SB Winchester Dr
77.92	77.93	53	106	27		106		end left turn lane to beginning TWLTL
77.93	78.14	1109	2218	555		2218	555	begin TWLTL to begin left turn lane to Thompson Blvd
78.14	78.16	106	212	53		212		beginning left turn lane to beginning solid line
78.16	78.20	211	633	106		422		begin to end solid line - left turn lane to Thompson Blvd
78.20	78.22	106	318	53		212		begin to end solid line-WB 50 left turn lane to Thompson
78.22	78.24	106	212	53		212		end left turn lane to beginning TWLTL
78.24	78.74	2640	5280	1320		5280	1320	Beginning TWLTL to left turn lane for State St
78.74	78.76	106	212	53		212		Beginning left turn lane to solid line left turn lane to State St
78.76	78.79	158	316	79		316		Solid w hite line - left turn lane to State St
78.79	78.84	264	528	132		528		begin to end solid w hite-left turn lane for WB 50 to State St

EB 50 quantities continue on next sheet.

Job No.: JKRM0121

Route: Various

County: Various

78.84	78.85	53	106	27		106	27	end left turn lane to beginning TWLTL (east of State ST)
78.85	78.89	211	422	106		422	106	beginning to end TWLTL
78.89	78.91	106	318	53		424		beginning to end WB US 50 left turn to businesses
78.91	78.96	264	528	132		1056		end of WB 50 left turn lane to begin EB 50 left turn lane to 65
78.96	79.01	264	1056	132		528		begin to end solid white line-left turn lane for EB 50 to NB 65
79.01	79.07	317	1268	159		634		beginning to end WB US 50 left turn lane to SB US 65
79.07	79.11	211	422	106		422		End left turn lane to begin EB 50 left turn lane to Warren Ave
79.11	79.14	158	316	79		316		Beginning to end EB US 50 left turn lane to Warren Ave
79.14	79.71	3168	6336	1584		6336	1584	End left turn lane/beginning TWLTL to end of TWLTL
79.71	79.74	158	316	79		316		end of TWLTL to beginning left turn lane to Grand Ave
79.74	79.77	158	474	79		632		Beginning to end - EB US 50 left turn to Grand Ave
79.77	79.79	106	318	53		424		Beginning to end - WB US 50 left turn to Grand Ave
79.79	79.82	158	316	79		632		end of left turn lane to beginning TWLTL
79.82	80.06	1267	2534	634		2534	634	beginning to end TWLTL
80.06	80.06	0	0	0		0		end TWLTL to begin left turn lane EB US 50 to Kentucky
80.06	80.10	211	633	106		844		beginning to end EB US 50 left turn lane to Kentucky St
80.10	80.12	106	318	53				beginning to end WB US 50 left turn to Kentucky St
80.12	80.16	211	633	106				beginning to end EB US 50 to Osage Ave
80.16	80.20	211	633	106				Beginning to end EB US 50 left turn lane to Ohio Ave
80.20	80.28	422	1688	211				begin to end - EB/WB 50 left turn lane to Lamine/Ohio
80.28	80.32	211	633	106				beginning to end WB left turn lane to Lamine Ave
80.32	80.34	106	318	53				End left turn lane to Massachusetts Ave
80.34	80.59	1320	2640	660		2640		Massachusetts Ave to beginning taper to TWLTL
80.59	80.63	211	422	106		844		beginning taper to beginning TWLTL
80.63	80.98	1848	3696	924		3696	924	beginning to end of TWLTL
80.98	81.00	106	212	53		424		end of TWLTL to begin EB left turn lane to Engineer St
81.00	81.02	106	318	53		212		beginning to end EB US 50 left turn lane to Engineer St
81.02	81.06	211	633	106		844		Beginning to end WB US 50 left turn lane to Engineer St
81.06	81.08	106	212	53		424		End WB US 50 left turn lane to Engineer ST to TWLTL
81.08	82.01	4910	9820	2455		9820	2455	beginning to end TWLTL
82.01	82.05	211	422	106		844		End TWLTL to end taper for TWLTL
82.05	82.54	2587	5174	1294		5174		end taper to end of end 4 lane highway
82.54	83.37	4382	8764			8764		end 4 lane to EB US 50 offset right to Rissler Rd
83.37	83.45	422	1688			844		beginning to end EB US 50 offset right to Rissler Rd
83.45	83.59	739	1478			739	185	end of offset right to solid line
83.59	83.87	1478	2956			1478	370	Solid line for EB/Skips for WB
83.87	83.89	106	212			106		Double yellow
83.89	84.01	634	1268			634	159	Solid line for WB/Skips for EB
84.01	84.03	106	212			106		Double yellow
84.03	84.13	528	1056			528	132	Solid line for EB/Skips for WB
84.13	84.44	1637	3274			1637		Double yell. to begin of EB 50 offset right turn lane to RT TT
84.44	84.49	264	1056			264		beginning to end of offset right turn lane to RT TT
84.49	84.70	1109	2218			1109		Double yell. from end of offset rt turn to WB solid/skips for EB
84.70	84.80	528	1056			528	132	Solid line for WB/Skips for EB
84.80	84.92	634	1268				159	Single Skips
84.92	85.06	739	1478			739	185	Solid line for EB/Skips for WB
85.06	85.42	1901	3802			1901		Double Yellow
85.42	85.61	1003	2006			1003	251	Solid line for WB/Skips for EB
85.61	85.79	950	1900			950	238	Single Skips
85.79	85.81	106	212			106		Double Yellow
85.81	85.89	422	844			1688		beginning to end bulbout for left turn to RT O

EB 50 quantities continue on next sheet.

Job No.: JKRM0121

Route: Various

County: Various

85.89	85.90	53	106			53		Double Yellow
85.90	85.98	422	844			422		Beginning to end - EB US 50 solid white for left turn to RT O
85.98	86.05	370	740			370		beginning to end WB US 50 left turn lane to Brookdale Rd
86.05	86.06	53	106			53		Double Yellow
86.06	86.15	475	950			475		Beginning to end Bulbout for left turn to Brookdale Rd
86.15	86.19	211	422			211		Double Yellow
86.19	86.55	1901	3802				475	Single Skips
86.55	86.75	1056	2112			1056	264	Solid line for EB/Skips for WB
86.75	86.86	581	1162			581		Double Yellow
86.86	87.04	950	1900			950	238	Solid line for WB/Skips for EB
87.04	87.24	1056	2112				264	Single Skips
87.24	87.38	739	1478			739	185	Solid line for EB/Skips for WB
87.38	87.46	422	844			422		Double Yellow
87.46	87.70	1267	2534			1267	317	Solid line for WB/Skips for EB
87.70	89.37	8818	17636				2205	Single Skips
89.37	89.50	686	1372			686	172	Solid line for EB/Skips for WB to Morgan County Line
Subtotal EB 50		133211	247257	34599	64678	103589	15437	

US 50 WESTBOUND PAVEMENT MARKING IN PETTIS COUNTY						
BEGIN	END	LENGTH	PAVEMENT MARKING PAINT			REMARK
			CLASS 2, TYPE L BEADS			
			6 IN.	6 IN. WHITE	4 IN.	
			SOLID	INTERMITTENT	SOLID	
LOG MILE	LOG MILE		WHITE L IN FT	OR DOTTED L IN FT	YELLOW L IN FT	
185.58	197.62	63,571.20	63,571.20	15,892.80	63,571.20	
186.04	186.08	211.20	211.20			TURN LANE
186.82	186.92	528.00	656.00			TURN LANES AT RT MM
188.72	188.76	211.20	297.00			TURN LANE ONTO DRESDEN ROAD
193.08	193.14	316.80	579.00			TURN LANE AT PLEASANT GREEB ROAD
193.22	193.44	1,161.60	1,340.00	43.50		J TURN
193.54	193.66	633.60	1,255.00	108.50		OFF RAMP AND TURN LANE TO RT 127
193.66	193.92	1,372.80	650.00	172.50		ON RAMP LANE FROM RT 127
193.92	194.06	739.20	192.00	115.25		J TURN
197.58	197.62	211.20	192.00	267.00		TURN LANE ONTO NE 1301 RD
Subtotal WB 50		68,956.80	68,943.40	16,599.55	63,571.20	

Quantities continue on next sheet.

Job No.: JKRM0121

Route: Various

County: Various

US 65 NORTHBOUND PAVEMENT MARKING IN PETTIS COUNTY									
BEGIN	END		PAVEMENT MARKING PAINT						REMARK
			CLASS 2, TYPE L BEADS						
		6 IN.	6 IN.	6 IN.WHITE	12 IN.	6 IN.	4 IN.	4 IN.	
		SOLID	SOLID	INTERMIT.	SOLID	SOLID	SOLID	INTER.	
LOG	LOG	WHITE	WHITE	OR DOT	WHITE	YELL.	YELL.	YELL.	
MILE	MILE	L in FT	L IN FT	L IN FT	L IN FT	L IN FT	L IN FT	L IN FT	
151.44	160.34	46992	46992	11748		46992			BENTON COUNTY TO BEGIN OF UNDIVIDED HWAY
165.48	179.92	76243	76243	19061		76243			BEGIN OF DIVIDED HIGHWAY TO SALINE COUNTY
160.34	165.48	27139					27139		UNDIVIDED HIGHWAY IN SEDALIA
160.34	163.78	18163		4541					
160.34	161.06	3802	3802						OUTER LANE LINE
160.34	162.78	12883						3221	MIDDLE JOINT TURN LANE
162.96	163.20	1267						317	MIDDLE JOINT TURN LANE
161.14	161.18	211	211						TURN LANE AT TIGER PRIDE BLVD INTERSECTION
161.82	161.85	158	158						TURN LANE AT 32ND ST INTERSECTION
162.82	162.86	211	211						TURN LANE AT 16TH ST INTERSECTION
163.19	163.46	1426					1197		INTERSECTION AT BROADWAY BLVD
163.26	163.30	211	422						2 TURN LANES AT BROADWAY INTERSECTION
163.58	163.62	211	211						TURN LANE AT 3RD ST INTERSECTION
163.78	163.82	211	688		289	527			OFF RAMP AT RT 765
164.44	164.48	211	211				528		INTERSECTION AT EAGLE VIEW DR
165.02	165.08	317	317						
163.82	165.48	8765	8765						
163.46	163.54	422					422		
163.54	163.70	845					359		INTERSECTION AT 3RD STREET
164.94	165.26	1690	1003		67		316		
165.76	165.83	370			555				ON RAMP FROM 765
166.21	166.24	158	158						TURN LANE AT REBAR RD INTERSECTION
166.53	166.61	422	1584	31	295				INTERSECTION AT RT H
167.48	167.53	264	74	21					TURN LANE
168.58	168.61	158	76	20					TURN LANE
168.74	168.78	211	83	17					TURN LANE
169.58	169.62	211	87	18					TURN LANE
170.40	170.44	211	82	18					TURN LANE
171.24	171.28	211	83	19					TURN LANE
172.04	172.08	211	93	73					TURN LANE
Subtotal NB 65		203805	141554	35567	1206	123762	29961	3538	

Quantities continue on next sheet.

Job No.: JKRM0121

Route: Various

County: Various

US 65 SOUTHBOUND PAVEMENT MARKING IN PETTIS COUNTY							
BEGIN	END	LENGTH	PAVEMENT MARKING PAINT				REMARK
			CLASS 2, TYPE L BEADS				
		6 IN.	6 IN.	6 IN. WHITE	6 IN.	4 IN.	
		SOLID	SOLID	INTERMITTENT	SOLID	SOLID	
LOG MILE	LOG MILE	WHITE L in FT	WHITE L IN FT	OR DOTTED L IN FT	YELLOW L IN FT	YELLOW L IN FT	
133.18	147.16	73,814.40	73,814.40	18,453.60	73,814.40		
141.78	141.82	211.20	87.00	18.00			STREET INTERSECTION
142.62	142.66	211.20	84.00	18.00			STREET INTERSECTION
143.42	143.46	211.20	80.00	19.50			STREET INTERSECTION
144.28	144.32	211.20	77.00	20.25			STREET INTERSECTION
144.44	144.48	211.20	86.00	17.75			STREET INTERSECTION
145.54	145.56	105.60	86.00	15.00			STREET INTERSECTION
146.36	146.46	528.00	868.00	33.00			INTERSECTION AT RT H
146.70	146.84	739.20	739.20				INTERSECTION AT REBAR RD
147.16	147.26	528.00	1,056.00		528.00		
147.32	147.86	2,851.20	2,851.20			3,168.00	
147.86	149.24	7,286.40	7,286.40			7,286.40	
147.88	147.95	369.60	924.00				INTERSECTION AT GEORGETOWN RD
149.16	149.30	739.20	758.00		528.00		ON RAMP FROM RT 65
149.30	152.74	18,163.20		4,540.80		18,163.20	
149.36	149.42	316.80	144.00			194.00	INTERSECTION AT 3RD STREET
149.60	149.72	633.60	422.00			928.00	INTERSECTION AT BROADWAY BLVD
149.80	149.86	316.80				316.80	
149.88	152.70	14,889.60				3,226.08	
152.74	161.62	46,886.40	46,886.40	11,721.60	46,886.40		
155.30	155.34	211.20	83.00	37.50			INTERSECTION AT RT F
161.60	161.62	105.60	105.60				INTERSECTION AT RT 52/COUNTY LINE
Subtotal	SB 65	169,540.80	136,438.20	34,895.00	121,756.80	33,282.48	

Quantities continue on next sheet.

Job No.: JKRM0121

Route: Various

County: Various

US 65 NORTHBOUND PAVEMENT MARKING IN SALINE COUNTY								
BEGIN	END	PAVEMENT MARKING PAINT						REMARK
		CLASS 2, TYPE L BEADS						
		6 IN.	6 IN. WHITE	12 IN.	6 IN.	6 IN. YELL.	4 IN.	
		SOLID	INTERMIT	SOLID	SOLID	INTERMIT	SOLID	
LOG	LOG	WHITE	OR DOT	WHITE	YELL.	OR DOT	YELL.	
MILE	MILE	L IN FT	L IN FT	L IN FT	L IN FT	L IN FT	L IN FT	
179.940	190.180	54067	13517		52214			
190.18	210.00	104650						
181.230	181.320	1426						TURN LANES TO 116TH TRAIL
181.660	181.880	1745	179	627	1453			OFF RAMP TO RT 70
182.200	182.240		53					TURN LANE TO 118TH TRAIL
182.960	182.980	85	13					TURN LANE AT JASMINE AVENUE
183.320	183.360	79	15					TURN LANE AT KEOKUK AVENUE
184.541	184.580	81	32					TURN LANE AT 145TH ROAD
185.599	185.639	99	33					TURN LANE TO JEWELL AVENUE
185.639	185.981	447	263					MERGE LANE
186.502	186.651					197		DOTTED YELLOW FOR TURN LANE
186.601	186.681					106		DOTTED YELLOW FOR TURN LANE
186.999	187.060					81		DOTTED YELLOW FOR TURN LANE
187.498	187.559					81		DOTTED YELLOW FOR TURN LANE
188.079	188.138					78		DOTTED YELLOW FOR TURN LANE
188.518	188.579	90	20					TURN LANE AT MOUNT OLIVE ROAD
189.997	190.038			183				OFF RAMP GORE TO ODELL AVENUE
190.180	190.280						1056	
190.280	190.464						972	
190.46	190.564					137		
190.56	191.264					929		CENTER DASHED LINE
191.26	191.450	85					1003	TURN LANE AT FAIRGROUNDS RD INTERSECTION
191.39	191.430						211	
Subtotal NB 65		162854	14125	810	53667	1609	3242	

Quantities continue on next sheet.

Job No.: JKRM0121

Route: Various

County: Various

US 65 SOUTHBOUND PAVEMENT MARKING IN SALINE COUNTY								
BEGIN	END	PAVEMENT MARKING PAINT						REMARK
		CLASS 2, TYPE L BEADS						
		6 IN.	6 IN. WHITE	12 IN.	6 IN.	4 IN.	4 IN.	
		SOLID	INTERMIT	SOLID	SOLID	SOLID	INTERMIT	
LOG	LOG	WHITE	OR DOT	WHITE	YELL.	YELL.	YELL.	
MILE	MILE	L IN FT	L IN FT	L IN FT	L IN FT	L IN FT	L IN FT	
103.099	122.751	207525						
122.998	133.157	53640	13410		53640			LANE LINES S/O MARSHALL TO PETTIS COUNTY
103.099	103.198					523	131	SOLID AND DASHED
103.198	103.799					6347		DOUBLE SOLID
103.799	103.858					312	78	SOLID AND DASHED
103.858	103.978					1267		DOUBLE SOLID
103.978	104.157					945	236	SOLID AND DASHED
104.157	104.258					1067		DOUBLE SOLID
104.258	104.358					528	132	SOLID AND DASHED
104.358	105.297					9916		DOUBLE SOLID
105.297	105.518					1167	292	SOLID AND DASHED
105.518	105.758						317	DASHED
105.758	105.897					734	183	SOLID AND DASHED
105.897	105.957						79	DASHED
105.957	106.098					1489		DOUBLE SOLID
106.098	106.178					422	106	SOLID AND DASHED
106.178	106.277					1045		DOUBLE SOLID
106.277	106.358					428	107	SOLID AND DASHED
106.358	106.478					1267		DOUBLE SOLID
106.478	106.557					417	104	SOLID AND DASHED
106.557	106.638					855		DOUBLE SOLID
106.638	106.717					417	104	SOLID AND DASHED
106.717	106.816					1045		DOUBLE SOLID
106.816	106.918					539	135	SOLID AND DASHED
106.918	107.796					9272		DOUBLE SOLID
107.796	108.000					1077	269	SOLID AND DASHED
108.000	108.137						181	DASHED
108.137	108.276					734	183	SOLID AND DASHED
108.276	108.336					634		DOUBLE SOLID
108.336	108.435					2091		2 DOUBLE SOLID
108.435	108.596	850				1700		DOUBLE SOLID AND TURN LANE
108.616	108.796	1486				3802		2 DOUBLE SOLID AND TURN LANE
108.796	108.976					950	238	SOLID AND DASHED
108.976	109.696						950	DASHED
109.696	109.776					845		DOUBLE SOLID
109.776	109.955						236	DASHED
109.9550	110.374					2212	553	SOLID AND DASHED
110.3740	110.414						53	DASHED
110.4140	110.533					628	157	SOLID AND DASHED
110.5330	110.614						107	DASHED
110.6140	110.734					634	158	SOLID AND DASHED
110.7340	111.794						1399	DASHED
111.7940	112.073					1473	368	SOLID AND DASHED

SB 65 quantities continue on next sheet.

Job No.: JKRM0121

Route: Various

County: Various

112.0730	112.458					4066		DOUBLE SOLID
112.4580	112.659					1061	265	SOLID AND DASHED
112.6590	112.738						104	DASHED
112.7380	112.858					634	158	SOLID AND DASHED
112.8580	112.939						107	DASHED
112.939	113.018					417	104	SOLID AND DASHED
113.018	113.078					634		DOUBLE SOLID
113.078	113.358						370	DASHED
113.358	113.578					1162	290	SOLID AND DASHED
113.578	113.875					3136		DOUBLE SOLID
113.875	113.996					639	160	SOLID AND DASHED
113.996	114.095					1045		DOUBLE SOLID
114.095	114.196					533	133	SOLID AND DASHED
114.196	115.015					8649		DOUBLE SOLID
115.015	115.156					744	186	SOLID AND DASHED
115.156	115.214					612		DOUBLE SOLID
115.214	115.374					845	211	SOLID AND DASHED
115.374	115.953					6114		DOUBLE SOLID
115.953	116.133					950	238	SOLID AND DASHED
116.133	116.254						160	DASHED
116.254	116.472					1151	288	SOLID AND DASHED
116.472	116.912					4646		DOUBLE SOLID
116.912	117.032					634	158	SOLID AND DASHED
117.032	117.112					845		DOUBLE SOLID
117.112	117.292					950	238	SOLID AND DASHED
117.292	117.391					1045		DOUBLE SOLID
117.391	117.652					1378	345	SOLID AND DASHED
117.652	117.693					433		DOUBLE SOLID
117.693	117.852					840	210	SOLID AND DASHED
117.852	118.212					3802		DOUBLE SOLID
118.212	118.331					628	157	SOLID AND DASHED
118.331	118.432					1067		DOUBLE SOLID
118.432	118.531					523	131	SOLID AND DASHED
118.531	118.652					1278		DOUBLE SOLID
118.652	118.932					1478	370	SOLID AND DASHED
118.932	119.012					1690		2 DOUBLE SOLID
119.012	119.093	264				855		DOUBLE SOLID AND TURN LANE
119.113	119.212					2091		2 DOUBLE SOLID
119.212	119.273					644		DOUBLE SOLID
119.273	119.374					533	133	SOLID AND DASHED
119.374	119.593						289	DASHED
119.593	119.633					211	53	SOLID AND DASHED
119.633	119.733					1056		DOUBLE SOLID
119.733	119.793					1267		2 DOUBLE SOLID
119.793	119.933					1478		DOUBLE SOLID
119.933	119.994					1288		2 DOUBLE SOLID
119.994	120.034					422		DOUBLE SOLID
120.034	120.094					1267		2 DOUBLE SOLID
120.094	120.195					1067		DOUBLE SOLID
120.195	120.235					845		2 DOUBLE SOLID
120.235	120.335					1056		DOUBLE SOLID

SB 65 quantities continue on next sheet.

Job No.: JKRM0121

Route: Various

County: Various

120.335	120.420	238				1795		2 DOUBLE SOLID AND TURN LANE
120.434	120.515					855		DOUBLE SOLID
120.515	120.575					1267		2 DOUBLE SOLID
120.575	120.634	211				623		DOUBLE SOLID AND TURN LANE
120.654	120.714	216				634		DOUBLE SOLID AND TURN LANE
120.714	120.754					845		2 DOUBLE SOLID
120.754	120.814					634		DOUBLE SOLID
120.814	120.854					211	53	SOLID AND DASHED
120.854	121.355						661	DASHED
121.355	121.414					312	78	SOLID AND DASHED
121.414	121.553					1468		DOUBLE SOLID
121.553	121.633	211				1690		2 DOUBLE SOLID AND TURN LANE
121.653	121.672	100				201		DOUBLE SOLID AND TURN LANE
121.672	121.713					866		2 DOUBLE SOLID
121.713	121.832					1257		DOUBLE SOLID
121.832	122.550						948	DASHED
122.550	122.631					428	107	SOLID AND DASHED
122.631	122.751					1267		DOUBLE SOLID
122.751	122.959	1098				4393		2 DOUBLE SOLID AND OUTER LANE LINE
122.959	122.998	473				206		MERGE AND LANE LINES
125.698	125.778	92	69					TURN LANE AT RT H
127.277	127.438	417	105					TURN LANE AT JEWEL AVENUE
129.7	129.721	85						TURN LANE AT JEWEL AVENUE
130.079	130.099	106						TURN LANE AT JASMINE AVENUE
130.816	130.836	48	18					TURN LANE AT 118 TRAIL
130.977	131.197	1140	65	559	1149			OFF RAMP TO I-70 WEST
131.197	131.277	1402	88	478	1124			OFF RAMP TO I-70 EAST
131.637	131.756	1616						TURN LANES TO 116TH TRAIL
Subtotal SB 65		271218	13755	1037	55913	143443	13561	

RT 65 SOUTHBOUND PAVEMENT MARKING IN LAFAYETTE COUNTY						
BEGIN	END	LENGTH	PAVEMENT MARKING PAINT			REMARK
			CLASS 2, TYPE L BEADS			
		6 IN.	6 IN.	4 IN.	4 IN.	
		SOLID	SOLID	SOLID	INTERMITTENT	
LOG	LOG	WHITE	WHITE	YELLOW	YELLOW	
MILE	MILE	L in FT	L IN FT	L IN FT	L IN FT	
101.90	103.10	6,336.00	12,883.20	10,665.60	1,188.00	TOTAL FROM US 65/US 24 MERGE TO SALINE COUNTY LINE
101.90	101.94	211.20	633.60	422.40		SB US 65 from merge w ith US 24 to end of left turn lane
101.94	102.03	475.20	950.40	1,900.80		Double Yellow - end of left turn lane to end of taper
102.03	102.93	4,752.00	9,504.00	4,752.00	1,188.00	Double Yellow
102.93	103.10	897.60	1,795.20	3,590.40		Solid Yellow for SB/Skips for NB to Saline County Line
Subtotal	SB 65	6,336.00	12,883.20	10,665.60	1,188.00	

Totals listed on next sheet.

TOTAL PAVEMENT MARKING							
Locations	PAVEMENT MARKING PAINT CLASS 2, TYPE L BEADS						
	6 IN.	6 IN. WHITE	12 IN.	6 IN.	6 IN. YELLOW	4 IN.	4 IN.
	SOLID	INTERMITTENT	SOLID	SOLID	INTERMITTENT	SOLID	INTERMITTENT
	WHITE	OR DOTTED	WHITE	YELLOW	OR DOTTED	YELLOW	YELLOW
	L IN FT	L IN FT	L IN FT	L IN FT	L IN FT	L IN FT	L IN FT
SUB US 65 - SB LAF.	12883	0	0	0	0	10666	1188
SUB US 65 - SB SALINE	271218	13755	1037	55913	0	143443	13561
SUB US 65 - NB SALINE	162854	14125	810	53667	1609	3242	0
SUB US 65 - SB PETTIS	136438	34895	0	121757	0	33282	0
SUB US 65 - NB PETTIS	141554	35567	1206	123762	0	29961	3538
TOTAL US 65	724947	98342	3053	355099	1609	220594	18287
SUB US 50 - EB JOHN.	214643	50398	0	8880	0	189923	0
SUB US 50 - WB JOHN.	208626	50028	0	195820	0	0	0
SUB US 50 - EB PETTIS	247257	34599	0	64678	0	103589	15437
SUB US 50 - WB PETTIS	68943	16600	0	0	0	63571	0
TOTAL US 50	739469	151625	0	269378	0	357083	15437
SUB US 24 - EB LAF.	12883	0	0	0	12778	911	0
TOTAL US 24	12883	0	0	0	12778	911	0
Grand Total	1477299	249967	3053	624477	14387	578588	33724
	6 IN WHITE	6 IN YELLOW	12 IN WHITE	4 IN YELL.			
	1727266	638864	3053	612312			

G. Supplemental Revisions JSP-18-01KK

- 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 or Steel Products.

The contractor's attention is directed to Title 23 CFR 635.410 *Buy America Requirements*. Where articles, materials or supplies that consist wholly or predominantly of iron or steel or a combination of both 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. Predominantly of iron or steel or a combination of both means that the cost of the iron and steel content exceeds 50 percent of the total cost of all its components. 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 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.

106.9.1.2 "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.

106.9.1.3 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.

106.9.1.3.1 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 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.

106.9.1.3.2 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.

106.9.1.3.3 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.

106.9.1.4 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.

106.9.2 Buy America Requirements for Construction Materials other than iron or steel products. Construction materials mean 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

106.9.3 Buy America Requirements for Manufactured Products.

Manufactured products mean articles, materials or supplies that have been processed into a specific form and shape, or combined with other articles, materials or supplies to create a product with different properties than the individual articles, materials or supplies. If an item is classified as an iron or steel product, an excluded material, or other product category as specified by law or in 2 CFR part 184, then it is not a manufactured product. However, an article, material or supply classified as a manufactured product may include components that are iron or steel products, excluded materials, or other product categories as specified by law or in 2 CFR part 184. Mixtures of excluded materials delivered to a work site without final form for incorporation into a project are not a manufactured product.

106.9.3.1 Produced in the United States, in the case of manufactured products, means:

(A) For projects obligated on or after October 1, 2025, the product was manufactured in the United States; and

(B) For projects obligated on or after October 1, 2026, the product was manufactured in the United States and the cost of the components of the manufactured product that are mined, produced, or manufactured in the United States is greater than 55 percent of the total cost of all components of the manufactured product.

106.9.3.2 (i) With respect to precast concrete products that are classified as manufactured products, components of precast concrete products that consist wholly or predominantly of iron or steel or a combination of both shall meet the requirements of paragraph (b) of this section. The cost of such components shall be included in the applicable calculation for purposes of determining whether the precast concrete product is produced in the United States.

(ii) With respect to intelligent transportation systems and other electronic hardware systems that are installed in the highway right of way or other real property and classified as manufactured products, the cabinets or other enclosures of such systems that consist wholly or predominantly of iron or steel or a combination of both shall meet the requirements of paragraph (b) of this section. The cost of cabinets or other enclosures shall be included in the applicable calculation for purposes of determining whether systems referred to in the preceding sentence are produced in the United States.

106.9.4 Waiver for De Minimis Costs for Manufactured and Construction Materials other than iron or steel products.

“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.

- 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.

H. Early Notice to Proceed

1.0 Description. The contractor will be given a Notice to Proceed Date for this project, as stipulated in Section B - Contract Liquidated Damages of the Job Special Provisions. All contracts shall be executed and returned to the Commission by or before the end of the day on the business day prior, in order to commence work on the Notice to Proceed date.

2.0 Upon award, the contract will be distributed electronically by the Commission for execution through DocuSign®.

3.0 As part of the contract execution process, the contractor shall complete and deliver the original documents/forms listed below, immediately following award of the contract. These documents will be provided to the contractor through Bid Express®/BidX® correspondence immediately following Commission award. A checklist with instructions on how to complete these documents will be provided with said award correspondence. In order to expedite contract execution, contractors are encouraged to follow the instructions on the checklist. Inquiries related to completing the listed documents may be directed to Rodney Braman (573-751-9253, Rodney.Braman@modot.mo.gov).

Contract Bond Form (with associated Power of Attorney Form)

Contractor Acknowledgement Form

Workers Eligibility Verification Affidavit

4.0 The contractor shall deliver the original documents to the address listed below and notify Rodney Braman (Rodney.Braman@modot.mo.gov) at the time the documents are delivered.

5.0 Potential Bidders without a current MoDOT issued DocuSign® access code shall notify Ryan Martin prior to the bid to determine the necessary steps to establish a Contractor specific access code. If another MoDOT District Office location other than the one listed below is more convenient, please contact Ryan Martin.

CENTRAL OFFICE

Ryan Martin

Bidding and Contract Services Engineer

105 West Capitol

Jefferson City, MO 65102-0270

Phone: (573) 526-2923

Email: Ryan.Martin@modot.mo.gov