

Job No.: JKRM0121

Route: Various

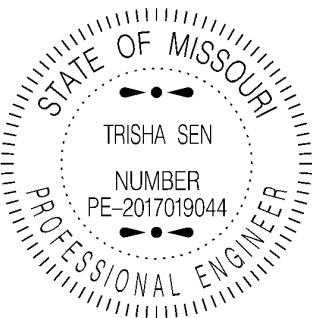
County: Various

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

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|---|---|
| <br>01/08/2026 3:28:27 PM<br>TRISHA SEN - CIVIL<br>MO-PE-2017019044 | <b>MISSOURI HIGHWAYS AND<br/>TRANSPORTATION COMMISSION</b><br>105 W. CAPITOL AVE.<br>JEFFERSON CITY, MO 65102<br>Phone 1-888-275-6636 |
|   | If a seal is present on this sheet, JSP's<br>have been electronically sealed and<br>dated.  |
|   | JOB NUMBER: JKRM0121<br>Various COUNTY, MO<br>DATE PREPARED: 12/15/25   |
|   | ADDENDUM DATE:<br><b>R001 January 8, 2026</b>   |
| Only the following items of the Job Special Provisions (Roadway) are<br>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](http://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](http://www.modot.org) under "Doing Business with MoDOT"; "Standards and Specifications". The effective version shall be determined by the letting date of the project.

General Provisions & Supplemental Specifications

Supplemental Plans to July 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](mailto: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](mailto: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](mailto: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

Job No.: JKRM0121  
Route: Various  
County: Various



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

**2.1** Construction signs and channelizers are as follows:

| CONSTRUCTION SIGNING AND CHANNELIZERS  |        |            |             |      |                   |                             |
|--|--------|------------|-------------|------|-------------------|-----------------------------|
| SIGN NO.   | SIGN   | SIZE (in.) | AREA (FT.2) | QTY. | TOTAL AREA (FT.²) | DESCRIPTION                 |
|  | GO22-1 | 21 X 15    | 2.19        | 4    | 8.76              | WET PAINT (ARROW PIVOTS)    |
|  |        |            |             |      | 8.76              | CONSTRUCTION SIGNS SUBTOTAL |
| ITEM NO. 616-10.05   |        |            |             |      | 9                 | USE                         |
| ITEM NO. 616-10.25   |        |            |             |      | 0                 | CHANNELIZERS (TRIM-LINE)    |
| REFER TO STANDARD PLANS 616.10 AND 903.03 FOR SIGN AND SIGN MOUNTING REQUIREMENTS. |        |            |             |      |                   |                             |



**2.2 Mobilization is as follows:**

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

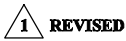
**3.0 Pavement Marking.** Pavement marking quantities are as follows:

| 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.



| 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       | 198803  | 0       | 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 for 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 |



|                |        |        |       |        |       |   |
|----------------|--------|--------|-------|--------|-------|---|
| 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 | 198803 | 0     |   |

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 highw ay 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 MILE  | LOG MILE | WHITE L in FT | WHITE L IN FT          | YELLOW L IN FT | YELLOW 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<br>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         |
| <b>TOTAL US 65</b>     | <b>724947</b>                                   | <b>98342</b>       | <b>3053</b>        | <b>355099</b>     | <b>1609</b>  | <b>220594</b> | <b>18287</b> |
| SUB US 50 - EB JOHN.   | 214643  | 50398              | 0                  | 198803            | 0            | 0             | 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            |
| <b>TOTAL US 50</b>     | <b>739469</b>                                   | <b>151625</b>      | <b>0</b>           | <b>459301</b>     | <b>0</b>     | <b>167160</b> | <b>15437</b> |
| SUB US 24 - EB LAF.    | 12883   | 0                  | 0                  | 0                 | 0            | 12778         | 911          |
| <b>TOTAL US 24</b>     | <b>12883</b>                                    | <b>0</b>           | <b>0</b>           | <b>0</b>          | <b>0</b>     | <b>12778</b>  | <b>911</b>   |
| <b>Grand Total</b>     | <b>1477299</b>                                  | <b>249967</b>      | <b>3053</b>        | <b>814400</b>     | <b>1609</b>  | <b>400532</b> | <b>34635</b> |
|                        | <b>6 IN WHITE</b>                               | <b>6 IN YELLOW</b> | <b>12 IN WHITE</b> | <b>4 IN YELL.</b> |              |               |              |
|                        | <b>1727266</b>                                  | <b>816009</b>      | <b>3053</b>        | <b>435167</b>     |              |               |              |



#### 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  $\pm 2.0$  percent of an independent test from another AASHTO accredited test facility or with MoDOT test records, in order to be approved for use (e.g. test facility results in a durability factor of 79, MoDOT's recent durability test factor is 81; this compared within  $\pm 2$  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](mailto: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](mailto: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](mailto:Ryan.Martin@modot.mo.gov)