

JOB SPECIAL PROVISIONS TABLE OF CONTENTS

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

A. General – State JSP-09-03L	1
B. Contract Liquidated Damages JSP-13-01D	1
C. Work Zone Traffic Management JSP-02-06N	2
D. Emergency Provisions and Incident Management JSP-90-11A	5
E. Project Contact for Contractor/Bidder Questions JSP-96-05A	5
F. Project Details and Quantities	6
G. Supplemental Revisions JSP-18-01KK	22
H. Early Notice to Proceed	29

 1 REVISED

 <p>Trisha Sen NUMBER PE-2017019044</p> <p>01/08/2026 3:28:27 PM TRISHA SEN - CIVIL MO-PE-2017019044</p>	MISSOURI HIGHWAYS AND TRANSPORTATION COMMISSION 105 W. CAPITOL AVE. JEFFERSON CITY, MO 65102 Phone 1-888-275-6636
	If a seal is present on this sheet, JSP's have been electronically sealed and dated.
	JOB NUMBER: JKRM0121 Various COUNTY, MO DATE PREPARED: 12/15/25
	ADDENDUM DATE: R001 January 8, 2026
Only the following items of the Job Special Provisions (Roadway) are authenticated by this seal: ALL	

JOB
SPECIAL PROVISION

A. General – State JSP-09-03L

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

1.1 This contract requires payment of the prevailing hourly rate of wages for each craft or type of worker required to execute the contract as determined by the Missouri Department of Labor and Industrial Relations. The current State Wage Rates can be found on the Missouri Department of Transportation web page at www.modot.org under "Doing Business with MoDOT", "Contractor Resources" for the applicable bid opening. This supplemental bidding document has important legal consequences. It shall be conclusively presumed that they are in the bidder's possession, and they have been reviewed and used by the bidder in the preparation of any bid submitted on this project.

State Wage Rates

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

General Provisions & Supplemental Specifications

Supplemental Plans to July 2025 Missouri Standard Plans
For Highway Construction

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

B. Contract Liquidated Damages JSP-13-01D

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

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

Notice to Proceed:	March 9, 2026
Contract Completion Date:	August 7, 2026

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

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

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

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

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

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

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

2.0 Traffic Management Schedule.

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

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

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

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

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

2.5.1 Traffic Safety.

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

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

3.0 Work Hour Restrictions.

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

Memorial Day

Labor Day

Thanksgiving

Christmas

New Year's Day

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

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

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

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

6:30 a.m. - 8:30 a.m. Monday through Friday
3:00 p.m. - 6:00 p.m. Monday through Friday

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

Job No.: JKRM0121

Route: Various

County: Various

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

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

Telephone Number: 816-365-0863
Email: Robert.Vohs@modot.mo.gov

F. Project Details and Quantities

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

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

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

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

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

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



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			
			Class 2, TYPE L BEADS			
			6 IN.	6 IN.	4 IN.	
			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 with 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.

1 REVISED

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	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 turn 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 Powell Gardens	
32.30	32.36	317	317	79	317			beginning to end of left turn lane to Powell Gardens	
32.36	32.65	1531	3062	383	1531			End of Left turn lane for Powell 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 to beginning left turn lane for MO 131	
35.43	35.48	264	264	132	264			begin dotted line for MO 131 J-turn to beginning right turn lane dotted line	
35.48	35.52	211	211	158	211			begin dotted line for right turn lane to begin solid line for lt/rt turn lane	
35.52	35.60	422	1266	106	422			beginning solid line for left turn for MO 131 to MO 131	
35.60	35.72	634	1268	159	634			beginning drop lane at MO 131 to beginning dotted line	
35.72	35.83	581	581	291	581			Beginning of end of dotted line from MO 131	
35.83	36.14	1637	1637	409	1637			end of dotted line to beginning J-turn to NB MO 131	
36.14	36.18	211	211	106	211			begin dotted line to begin solid line at J-turn left turn lane to NB MO 131	
36.18	36.28	528	1056	132	528			end solid line to end of NB MO 131 J-turn	
36.28	45.41	48206	48206	12052	48206			End NB MO 131 J-turn to beginning SB MO 58 J-turn	
45.41	45.52	581	1162	145	581			Beginning SB MO 58 J-turn solid line to beginning dotted line	
45.52	45.82	1584	1584	792	1584			Beginning dotted line to end of dotted line to MO 58	
45.82	45.98	845	1690	211	845			begin solid line for right turn lane to end of solid line for Mo 58 merge lane	

EB US 50 Quantities continue on next sheet.

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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.

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US 50 WESTBOUND PAVEMENT MARKING IN JOHNSON COUNTY

BEGIN	END	PAVEMENT MARKING PAINT				REMARK	
		CLASS 2, TYPE L BEADS					
		6 IN. SOLID	6 IN. SOLID	6 IN. WHITE INTERMIT.	6 IN. SOLID		
LOG MILE	LOG MILE	WHITE L in FT	WHITE L IN FT	OR DOT L IN FT	YELL. 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.

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 turnlane
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.	YELL.				
MILE	MILE	L in FT	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 hiway			
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.

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 LOG MILE	END LOG MILE	LENGTH	PAVEMENT MARKING PAINT			REMARK		
			CLASS 2, TYPE L BEADS					
			6 IN. SOLID WHITE L IN FT	6 IN. WHITE INTERMITTENT OR DOTTED L IN FT	4 IN. SOLID 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.

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.	YELL.	
MILE	MILE	L IN FT	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 HIWAY
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 LOG MILE	END LOG MILE	LENGTH 6 IN. SOLID WHITE L in FT	PAVEMENT MARKING PAINT				REMARK	
			CLASS 2, TYPE L BEADS					
			6 IN. SOLID WHITE L IN FT	6 IN. WHITE INTERMITTENT OR DOTTED L IN FT	6 IN. SOLID YELLOW L IN FT	4 IN. SOLID 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					
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.

US 65 SOUTHBOUND PAVEMENT MARKING IN SALINE COUNTY

BEGIN	END	PAVEMENT MARKING PAINT						REMARK	
		CLASS 2, TYPE L BEADS							
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.

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				
LOG	LOG	6 IN.	6 IN.	4 IN.	4 IN.	INTERMITTENT	
LOG	LOG	SOLID	SOLID	SOLID	YELLOW	YELLOW	
MILE	MILE	L in FT	L in FT	L in FT	L in FT	L in FT	
101.90	103.10	6,336.00	12,883.20	10,665.60		1,188.00	TOTAL FROM US 65/US 24 MERGE TO SALINE COUNTY LINE
101.90	101.94	211.20	633.60	422.40			SB US 65 from merge with 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.

1 REVISED

Locations	TOTAL PAVEMENT MARKING						
	PAVEMENT MARKING PAINT						
	CLASS 2, TYPE L BEADS						
	6 IN.	6 IN. WHITE	12 IN.	6 IN.	6 IN. YELLOW	4 IN.	4 IN.
	SOLID	INTERMITTENT	SOLID	SOLID	INTERMITTENT	SOLID	INTERMITTENT
	WHITE	OR DOTTED	WHITE	YELLOW	OR DOTTED	YELLOW	YELLOW
	L IN FT	L IN FT	L IN FT	L IN FT	L IN FT	L IN FT	L IN FT
SUB US 65 - SB LAF.	12883	0	0	0	0	10666	1188
SUB US 65 - SB SALINE	271218	13755	1037	55913	0	143443	13561
SUB US 65 - NB SALINE	162854	14125	810	53667	1609	3242	0
SUB US 65 - SB PETTIS	136438	34895	0	121757	0	33282	0
SUB US 65 - NB PETTIS	141554	35567	1206	123762	0	29961	3538
TOTAL US 65	724947	98342	3053	355099	1609	220594	18287
SUB US 50 - EB JOHN.	214643	50398	0	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
TOTAL US 50	739469	151625	0	459301	0	167160	15437
SUB US 24 - EB LAF.	12883	0	0	0	0	12778	911
TOTAL US 24	12883	0	0	0	0	12778	911
Grand Total	1477299	249967	3053	814400	1609	400532	34635
	6 IN WHITE	6 IN YELLOW	12 IN WHITE	4 IN YELL.			
	1727266	816009	3053	435167			

1 REVISED

G. Supplemental Revisions JSP-18-01KK

- Compliance with [2 CFR 200.216 – Prohibition on Certain Telecommunications and Video Surveillance Services or Equipment.](#)

The Missouri Highways and Transportation Commission shall not enter into a contract (or extend or renew a contract) using federal funds to procure or obtain equipment, services, or systems that uses covered telecommunications equipment or services as substantial or as critical technology as part of any system where the video surveillance and telecommunications equipment was produced by Huawei Technologies Company, ZTE Corporation, Hytera Communications Corporation, Hangzhou Hikvision Digital Technology Company, or Dahua Technology Company (or any subsidiary or affiliate of such entities).

- Stormwater Compliance Requirements

1.0 Description. This provision requires the contractor to provide a Water Pollution Control Manager (WPCM) for any project that includes land disturbance on the project site and the total area of land disturbance, both on the project site, and all Off-site support areas, is one (1) acre or more. Regardless of the area of Off-site disturbance, if no land disturbance occurs on the project site, these provisions do not apply. When a WPCM is required, all sections within this provision shall be applicable, including assessment of specified Liquidated Damages for failure to correct Stormwater Deficiencies, as specified herein. This provision is in addition to any other stormwater, environmental, and land disturbance requirements specified elsewhere in the contract.

1.1 Definitions. The project site is defined as all areas designated on the plans, including temporary and permanent easements. The project site is equivalent to the “permitted site”, as defined in MoDOT’s State Operating Permit. An Off-site area is defined as any location off the project site the contractor utilizes for a dedicated project support function, such as, but not limited to, staging area, plant site, borrow area, or waste area.

1.2 Reporting of Off-Site Land Disturbance. If the project includes any planned land disturbance on the project site, prior to the start of work, the contractor shall submit a written report to the engineer that discloses all Off-site support areas where land disturbance is planned, the total acreage of anticipated land disturbance on those sites, and the land disturbance permit number(s). Upon request by the engineer, the contractor shall submit a copy of its land disturbance permit(s) for Off-site locations. Based on the total acreage of land disturbance, both on and Off-site, the engineer shall determine if these Stormwater Compliance Requirements shall apply. The Contractor shall immediately report any changes to the planned area of Off-site land disturbance. The Contractor is responsible for obtaining its own separate land disturbance permit for Off-site areas.

2.0 Water Pollution Control Manager (WPCM). The Contractor shall designate a competent person to serve as the Water Pollution Control Manager (WPCM) for projects meeting the description in Section 1.0. The Contractor shall ensure the WPCM completes all duties listed in Section 2.1.

2.1 Duties of the WPCM:

- (a) Be familiar with the stormwater requirements including the current MoDOT State Operating Permit for construction stormwater discharges/land disturbance activities; MoDOT’s statewide Stormwater Pollution Prevention Plan (SWPPP); the Corps of Engineers Section 404 Permit, when applicable; the project specific SWPPP, the Project’s Erosion & Sediment Control Plan; all applicable special provisions, specifications, and standard drawings; and this provision;
- (b) Successfully complete the MoDOT Stormwater Training Course within the last 4 years. The MoDOT Stormwater Training is a free online course available at MoDOT.org;
- (c) Attend the Pre-Activity Meeting for Grading and Land Disturbance and all subsequent Weekly Meetings in which grading activities are discussed;
- (d) Oversee and ensure all work is performed in accordance with the Project-specific SWPPP and all updates thereto, or as designated by the engineer;
- (e) Review the project site for compliance with the Project SWPPP, as needed, from the start of any grading operations until final stabilization is achieved, and take necessary actions to correct any known deficiencies to prevent pollution of the waters of the state or adjacent property owners prior to the engineer’s weekly inspections;
- (f) Review and acknowledge receipt of each MoDOT Inspection Report (Land Disturbance Inspection Record) for the Project within forty eight (48) hours of receiving the report and ensure that all Stormwater Deficiencies noted on the report are corrected as soon as possible, but no later than stated in Section 5.0.

3.0 Pre-Activity Meeting for Grading/Land Disturbance and Required Hold Point. A Pre-Activity meeting for grading/land disturbance shall be held prior to the start of any land disturbance operations. No land disturbance operations shall commence prior to the Pre-Activity meeting except work necessary to install perimeter controls and entrances. Discussion items at the pre-activity meeting shall include a

review of the Project SWPPP, the planned order of grading operations, proposed areas of initial disturbance, identification of all necessary BMPs that shall be installed prior to commencement of grading operations, and any issues relating to compliance with the Stormwater requirements that could arise in the course of construction activity at the project.

3.1 Hold Point. Following the pre-activity meeting for grading/land disturbance and subsequent installation of the initial BMPs identified at the pre-activity meeting, a Hold Point shall occur prior to the start of any land disturbance operations to allow the engineer and WPCM the time needed to perform an on-site review of the installation of the BMPs to ensure compliance with the SWPPP is met. Land disturbance operations shall not begin until authorization is given by the engineer.

4.0 Inspection Reports. Weekly and post run-off inspections will be performed by the engineer and each Inspection Report (Land Disturbance Inspection Record) will be entered into a web-based Stormwater Compliance database. The WPCM will be granted access to this database and shall promptly review all reports, including any noted deficiencies, and shall acknowledge receipt of the report as required in Section 2.1 (f.).

5.0 Stormwater Deficiency Corrections. All stormwater deficiencies identified in the Inspection Report shall be corrected by the contractor within 7 days of the inspection date or any extended period granted by the engineer when weather or field conditions prohibit the corrective work. If the contractor does not initiate corrective measures within 5 calendar days of the inspection date or any extended period granted by the engineer, all work shall cease on the project except for work to correct these deficiencies, unless otherwise allowed by the engineer. All impact costs related to this halting of work, including, but not limited to stand-by time for equipment, shall be borne by the Contractor. Work shall not resume until the engineer approves the corrective work.

5.1 Liquidated Damages. If the Contractor fails to complete the correction of all Stormwater Deficiencies listed on the MoDOT Inspection Report within the specified time limit, the Commission will be damaged in various ways, including but not limited to, potential liability, required mitigation, environmental clean-up, fines, and penalties. These damages are not reasonably capable of being computed or quantified. Therefore, the contractor will be charged with liquidated damages specified in the amount of \$2,000 per day for failure to correct one or more of the Stormwater Deficiencies listed on the Inspection Report within the specified time limit. In addition to the stipulated damages, the stoppage of work shall remain in effect until all corrections are complete.

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

- ***Delete Sec 106.9 in its entirety and substitute the following:***

106.9 Buy America Requirements.

Buy America Requirements are waived if the total amount of Federal financial assistance applied to the project, through awards or subawards, is below \$500,000.

106.9.1 Buy America Requirements for Iron or Steel Products.

The contractor's attention is directed to Title 23 CFR 635.410 *Buy America Requirements*. Where articles, materials or supplies that consist wholly or predominantly of iron or steel or a combination of both are to be permanently incorporated into the contract work, steel and iron material shall be manufactured, from the initial melting stage through the application of coatings, in the USA except for "minimal use" as described herein. Predominantly of iron or steel or a combination of both means that the cost of the iron and steel content exceeds 50 percent of the total cost of all its components. Under a general waiver from FHWA the use of pig iron and processed, pelletized, and reduced iron ore

manufactured outside of the USA will be permitted in the domestic manufacturing process for steel or iron material.

106.9.1.1 Any sources other than the USA as defined will be considered foreign. The required domestic manufacturing process shall include formation of ingots and any subsequent process. Coatings shall include any surface finish that protects or adds value to the product.

106.9.1.2 "Minimal use" of foreign steel, iron or coating processes will be permitted, provided the cost of such products does not exceed 1/10 of one percent (0.1 percent) of the total contract cost or \$2,500.00, whichever is greater. If foreign steel, iron, or coating processes are used, invoices to document the cost of the foreign portion, as delivered to the project, shall be provided and the engineer's written approval obtained prior to placing the material in any work.

106.9.1.3 Buy America requirements include a step certification for all fabrication processes of all steel or iron materials that are accepted per Sec 1000. The AASHTO Product Evaluation and Audit Solutions compliance program verifies that all steel and iron products fabrication processes conform to 23 CFR 635.410 Buy America Requirements and is an acceptable standard per 23 CFR 635.410(d). AASHTO Product Evaluation and Audit Solutions compliant suppliers will not be required to submit step certification documentation with the shipment for some selected steel and iron materials. The AASHTO Product Evaluation and Audit Solutions compliant supplier shall maintain the step certification documentation on file and shall provide this documentation to the engineer upon request.

106.9.1.3.1 Items designated as Category 1 will consist of steel girders, piling, and reinforcing steel installed on site. Category 1 items require supporting documentation prior to incorporation into the project showing all steps of manufacturing, including coating, as being completed in the United States and in accordance with CFR Title 23 Section 635.410 Buy America Requirements. This includes the Mill Test Report from the original producing steel mill and certifications documenting the manufacturing process for all subsequent fabrication, including coatings. The certification shall include language that certifies all steel and iron materials permanently incorporated in this project was procured and processed domestically and all manufacturing processes, including coating, as being completed in the United States and in accordance with CFR Title 23 Section 635.410.

106.9.1.3.2 Items designated as Category 2 will include all other steel or iron products not in Category 1 and permanently incorporated in the project. Category 2 items shall consist of, but not be limited to items such as fencing, guardrail, signing, lighting and signal supports. The prime contractor is required to submit a material of origin form certification prior to incorporation into the project from the fabricator for each item that the product is domestic. The Certificate of Materials Origin form ([link to certificate form](#)) from the fabricator must show all steps of manufacturing, including coating, as being completed in the United States and in accordance with CFR Title 23 Section 635.410 Buy America Requirements and be signed by a fabricator representative. The engineer reserves the right to request additional information and documentation to verify that all Buy America requirements have been satisfied. These documents shall be submitted upon request by the engineer and retained for a period of 3 years after the last reimbursement of the material.

106.9.1.3.3 Any minor miscellaneous steel or iron items that are not included in the materials specifications shall be certified by the prime contractor as being procured domestically. Examples of these items would be bolts for sign posts, anchorage inserts, etc. The certification shall read "I certify that all steel and iron materials permanently incorporated in this project during all manufacturing processes, including coating, as being completed in the United States and in accordance with CFR Title 23 Section 635.410 Buy America Requirements procured and processed domestically in accordance with CFR Title 23 Section 635.410 Buy America Requirements. Any foreign steel used was submitted and

accepted under minor usage". The certification shall be signed by an authorized representative of the prime contractor.

106.9.1.4 When permitted in the contract, alternate bids may be submitted for foreign steel and iron products. The award of the contract when alternate bids are permitted will be based on the lowest total bid of the contract based on furnishing domestic steel or iron products or 125 percent of the lowest total bid based on furnishing foreign steel or iron products. If foreign steel or iron products are awarded in the contract, domestic steel or iron products may be used; however, payment will be at the contract unit price for foreign steel or iron products.

106.9.2 Buy America Requirements for Construction Materials other than iron or steel products. Construction materials mean articles, materials, or supplies that consist of only one of the items listed. Minor additions of articles, materials, supplies, or binding agents to a construction material do not change the categorization of the construction material. Upon request by the engineer, the contractor shall submit a domestic certification for all construction materials listed that are incorporated into the project.

- (a) Non-ferrous metals
- (b) Plastic and Polymer-based products (including polyvinylchloride, composite building materials, and polymers used in fiber optic cables)
- (c) Glass (including optic glass)
- (d) Fiber optic cable (including drop cable)
- (e) Optical fiber
- (f) Lumber
- (g) Engineered wood
- (h) Drywall

106.9.3 Buy America Requirements for Manufactured Products.

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

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

- (A) For projects obligated on or after October 1, 2025, the product was manufactured in the United States; and
- (B) For projects obligated on or after October 1, 2026, the product was manufactured in the United States and the cost of the components of the manufactured product that are mined, produced, or manufactured in the United States is greater than 55 percent of the total cost of all components of the manufactured product.

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

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

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

"The total value of the non-compliant products is no more than the lesser of \$1,000,000 or 5% of total applicable costs for the project." The contractor shall submit to the engineer any non-domestic materials and their total material cost to the engineer. The contractor and the engineer will both track these totals to assure that the minimal usage allowance is not exceeded.

- Third-Party Test Waiver for Concrete Aggregate

1.0 Description. Third party tests may be allowed for determining the durability factor for concrete pavement and concrete masonry aggregate.

2.0 Material. All aggregate for concrete shall be in accordance with Sec 1005.

2.1 MoDOT personnel shall be present at the time of sampling at the quarry. The aggregate sample shall be placed in an approved tamper-evident container (provided by the quarry) for shipment to the third-party testing facility.

2.2 AASHTO T 161 Method B Resistance of Concrete to Rapid Freezing and Thawing, shall be used to determine the aggregate durability factor. All concrete beams for testing shall be 3-inch wide by 4-inch deep by 16-inch long or 3.5-inch wide by 4.5-inch deep by 16-inch long. All beams for testing shall receive a 35-day wet cure fully immersed in saturated lime water prior to initiating the testing process.

2.3 Concrete test beams shall be made using a MoDOT approved concrete pavement mix design.

3.0 Testing Facility Requirements. All third-party test facilities shall meet the requirements outlined in this provision.

3.1 The testing facility shall be AASHTO accredited.

3.1.1 For tests ran after January 1, 2025, accreditation documentation shall be on file with the Construction and Materials Division prior to any tests being performed.

3.1.2 Construction and Materials Division may consider tests completed prior to January 1, 2025, to be acceptable if all sections of this provision are met, with the exception of 3.1.1. Accreditation documentation shall be provided with the test results for tests completed prior to January 1, 2025. No tests completed prior to September 1, 2024, will be accepted.

3.2 The testing facility shall provide their testing process, list of equipment, equipment calibration documentation, and testing certifications or qualifications of technicians performing the AASHTO T 161 Procedure B tests. The testing facility shall provide details on their freezing and thawing apparatus including the time and temperature profile of their freeze-thaw chamber. The profile shall include the temperature set points throughout the entirety of the freeze-thaw cycle. The profile shall show the cycle

time at which the apparatus drains/fills with water and the cycle time at which the apparatus begins cooling the specimens.

3.3 Results, no more than five years old, from the third-party test facility shall compare within ± 2.0 percent of an independent test from another AASHTO accredited test facility or with MoDOT test records, in order to be approved for use (e.g. test facility results in a durability factor of 79, MoDOT's recent durability test factor is 81; this compared within ± 2 percent). The independent testing facility shall be in accordance with this provision. The comparison test can be from a different sample of the same ledge combination.

3.4 When there is a dispute between the third party durability test results and MoDOT durability test results, the MoDOT durability test result shall govern.

3.5 Test results shall be submitted to MoDOT's Construction and Materials division electronically for final approval. Test results shall include raw data for all measurements of relative dynamic modulus of elasticity and percent length change for each individual concrete specimen. Raw data shall include initial measurements made at zero cycles and every subsequent measurement of concrete specimens. Raw data shall include the cycle count and date each measurement was taken. Test results shall also include properties of the concrete mixture as required by AASHTO T 161. This shall include the gradation of the coarse aggregate sample. If AASHTO T 152 is used to measure fresh air content, then the aggregate correction factor for the mix determined in accordance with AASHTO T 152 shall also be included.

4.0 Method of Measurement. There is no method of measurement for this provision. The testing requirements and number of specimens shall be in accordance with AASHTO T 161 Procedure B.

5.0 Basis of Payment. No direct payment will be made to the contractor or quarry to recover the cost of aggregate samples, sample shipments, testing equipment, labor to prepare samples or test samples, or developing the durability report.

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

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

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

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

H. Early Notice to Proceed

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

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

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

Contract Bond Form (with associated Power of Attorney Form)

Contractor Acknowledgement Form

Workers Eligibility Verification Affidavit

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

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

CENTRAL OFFICE
Ryan Martin
Bidding and Contract Services Engineer
105 West Capitol
Jefferson City, MO 65102-0270
Phone: (573) 526-2923
Email: Ryan.Martin@modot.mo.gov