Job No.: JCD0170
Route: 54
County: Callaway

JOB SPECIAL PROVISIONS TABLE OF CONTENTS (ROADWAY)

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

Job No.: JCD0170
Route: 54
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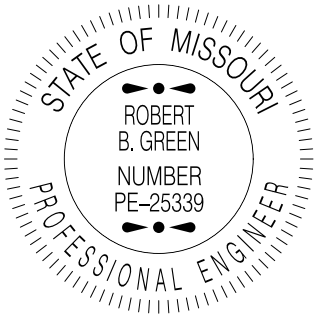

THIS SHEET HAS BEEN SIGNED, SEALED AND DATED ELECTRONICALLY.

MISSOURI HIGHWAYS AND TRANSPORTATION COMMISSION
105 W. CAPITOL AVE.
JEFFERSON CITY, MO 65102
Phone 1-888-275-6636

Bartlett & West, Inc.
601 Monroe Street
Jefferson City, MO 65101
Certificate of Authority: 000167-Eng.
Consultant Phone**:** (573) 634-3181

If a seal is present on this sheet, JSP's have been electronically sealed and dated.

JOB NUMBER: JCD0170
CALLAWAY COUNTY, MO
DATE PREPARED: 1/27/26

ADDENDUM DATE:

Only the following items of the Job Special Provisions (Roadway) are authenticated by this seal: All

Job No.: JCD0170
Route: 54
County: Callaway

JOB
SPECIAL PROVISION

A. General - Federal JSP-09-02L

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

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

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

General Provisions & Supplemental Specifications

Supplemental Plans to July 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 begins 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: May 18, 2026
Contract Completion Date: May 1, 2027

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

Project	Calendar Days	Daily Road User Cost
JCD0170	N/A	$9800

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

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

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

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

1.1 Maintaining Work Zones and Work Zone Reviews. The Work Zone Specialist (WZS) shall maintain work zones in accordance with Sec 616.3.3 and as further stated herein. The WZS shall coordinate and implement any changes approved by the engineer. The WZS shall ensure all traffic control devices are maintained in accordance with Sec 616, the work zone is operated within the hours specified by the engineer and will not deviate from the specified hours without prior approval of the engineer. The WZS is responsible for managing 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 of 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 10 minutes to prevent congestion from escalating to 15 minute or above threshold. If disruption of the traffic flow occurs and traffic is backed up in queues of 15-minute delays or longer, then the contractor shall immediately review the construction operations which contributed directly to disruption of the traffic flow and make adjustments to the operations to prevent the queues from recurring. Traffic delays may be monitored by physical presence on site or by utilizing real-time travel data through the work zone that generates text and/or email notifications where available. The engineer monitoring the work zone may also notify the contractor of delays that require prompt mitigation. The contractor may work with the engineer to determine what other alternative solutions or time periods would be acceptable.

2.5.1 Traffic Safety.

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

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

2.6 Transportation Management Plan. The contractor Work Zone Specialist (WZS) shall review the Transportation Management Plan (TMP), found as an electronic deliverable on MoDOT's Online Plans Room and discuss the TMP with the engineer during the preconstruction

conference. Throughout the construction project, the WZS is responsible for updating any changes or modifications to the TMP and getting those changes approved by the engineer a minimum of two weeks in advance of implementation. The WZS shall participate in the post construction conference and provide recommendations on how future TMPs can be improved.

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

3.1.2 Except for emergency work, as determined by the engineer, the contractor's working hours will be restricted for the Special Events as shown below. All lanes shall be scheduled to be open to traffic during these Special Events.

Jefferson City Air Show – September 12-13, 2026

3.2 The contractor shall not perform any construction operation on the roadway, ramps, 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 Any work requiring a reduction in the number of through lanes of traffic, except as designated in the plans, shall be completed during nighttime hours. Nighttime hours shall be 7:00 p.m. to 6:00 a.m. for this project.

3.4 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 **$1000 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.

3.4.1 The said liquidated damages specified will be assessed regardless of 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 Detours and Lane Closures.

4.1 When a changeable message sign (CMS) is provided, the contractor shall use the CMS to notify motorists of future traffic disruption and possible traffic delays one week before traffic is shifted to a detour or prior to lane closures. The CMS shall be installed at a location as approved or directed by the engineer. If a CMS with Communication Interface is required, then the CMS shall be capable of communication prior to installation on right of way. All messages planned for use in the work zone shall be approved and authorized by the engineer or its designee prior to deployment. When permanent dynamic message signs (DMS) owned and operated by MoDOT are located near the project, they may also be used to provide warning and information for the work zone. Permanent DMS shall be operated by the TMC, and any messages planned for use on DMS shall be approved and authorized by the TMC at least 72 hours in advance of the work.

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

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

D. Project Contact for Contract/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.

James Beattie, P.E. Project Contact
MODOT - Central District
1511 Missouri Blvd.,
Jefferson City, MO 65102

Telephone Number: 573-751-5217
Email: james.beattie@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

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:

Chris Brownell, P.E., Resident Engineer
Central District
5617 Red Eagle Dr.
Jefferson City, MO 65109

Telephone Number: 573-526-4567
Email: sidney.brownell@modot.mo.gov

E. 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 (573) 751-1000 (*55 Cell)
City of Jefferson Fire: (573) 634-6410
City of Jefferson: Police: (573) 634-6400
Callaway County EMS: (573) 642-7260
Callaway County Sheriff (573) 642-7291

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.

F. Utilities JSP-93-26F

1.0 For informational purposes only, the following is a list of names, addresses, and telephone numbers of the known utility companies in the area of the construction work for this improvement:

Utility Name	**Known Required Adjustment**	**Type**
Ameren Missouri Construction Hotline Contact: Construction Hotline Phone: (866) 992-6619 Email: constructionhotline@ameren.com	Yes See section 2.0	Electric
Ameren Missouri Gas Contact: Trent Snodgrass Phone: (660) 353-1530 Email: tsnodgrass@ameren.com	None See section 7.0	Gas
BrightSpeed Contact: Tonjia Baldwin Phone: (870) 425-6647 Email: tonjia.baldwin@brightspeed.com	Yes See section 3.0	Communication
Missouri American Water Contact: Brandon Cook Phone: (573) 338-0888 Email: brandon.cook@amwater.com	Yes See section 4.0	Water
MoDOT Central District Contact: Jason Morff Phone: (573) 526-3207 Email: jason.morff@modot.mo.gov	Yes See section 6.0	Lighting
City of Jefferson Wastewater Contact: Pete Koenigsfeld Phone: (573) 634-6455 Email: pkoenigsfeld@jeffersoncitymo.gov	Yes See section 5.0	Wastewater
Mediacom Contact: Derek Hamilton Phone: (573) 268-0896 Email: dhamilton1@medicomcc.com	None See section 7.0	Communication

1.1 The existence and approximate location of utility facilities known to exist, as shown on the plans, are based upon the best information available to the Commission at this time. This information is provided by the Commission "as-is" and the Commission expressly disclaims any representation or warranty as to the completeness, accuracy, or suitability of the information for any use. Reliance upon this information is done at the risk and peril of the user, and the Commission shall not be liable for any damages that may arise from any error in the information. It is, therefore, the responsibility of the contractor to verify the above listing information indicating existence, location and status of any facility. Such verification includes direct contact with the following listed utilities.

2.0 Ameren Missouri Electric: Ameren Missouri Electric has facilities within the work area of the project. There are three poles located left of Route W at around stations 281+00, 284+00, and 285+50. The poles located at 284+00 and 285+50 will be removed. The pole located at 281+00 will be removed and relocated before notice to proceed for the project. Ameren Electric also has poles located along the west side of the WBL 54, which provide power to the existing Lamar Billboard. The City of Jefferson will not be continuing its lease with Lamar and Lamar will remove their billboard after January 31, 2026. Ameren plans to remove the poles and power after this date and before notice to proceed for the project. The poles are located around stations 59+60 and 61+30 at an offset of about 105' left of centerline. The power pole at 62+60 will get a guy anchor added and the contractor shall not disturb that pole on the project.

2.1 Overhead Power lines: The proposed scope of work for this project will require working in the vicinity Ameren's overhead power lines, which run the length of the project. Contractors and their employees working in the vicinity of Ameren's power lines will adhere to the Missouri Overhead Power Line Act as set forth in Missouri Revised Statutes section 319, particularly the safety requirements in sections 319.075 through 319.090.

2.2 The contractor shall discuss the planned work as it relates to any energized power lines with Ameren Missouri and coordinate with Ameren Missouri for the installation of any insulation covers over the lines and/or any other designated requirements. The contractor is advised to contact Ameren Missouri regarding the current policy and so the anticipated cost to the contractor can be estimated and when payment is required. The Contractor shall contact Ameren Missouri at least two weeks in advance of when construction work is scheduled to begin to request covers to be placed at a given location. The contractor will need to contact Ameren at (866) 992 -6619 to coordinate this work with their schedule. **The contractor is responsible for any charges from Ameren Missouri for this provision and payment will be directly to Ameren Missouri.**

3.0 Brightspeed: Brightspeed had overhead lines that were located on Ameren Electric poles that run from the south of the project and went across Route W, then go to the West. This line was removed by Brightspeed. Brightspeed also has underground fiber and copper lines that run along the left side of the off/on ramp to Route 54 and cross Route W to the north and then go westerly towards 4th street. Based on information from Brightspeed these lines are not in use and there is no fault on the contractor if the lines are damaged during construction.

4.0 Missouri American Water: Missouri American Water has existing water lines that run along the north side of Route W from fourth street and go to the existing parking lot. The line has been relocated along 4th street along with the existing fire hydrant. There is an existing shut-

off valve box located around station 218+00 that will be removed under the pay item Removal of Improvements 202-20.10.

5.0 City of Jefferson Wastewater: City of Jefferson Wastewater has an existing 8" sewer line that runs from an existing manhole at 4th street and goes east and connects to the existing park facilities. The sewer line will be removed up to the new ROW line and then capped off with an 8" thick concrete cap per MoDOT Specification 202.3.3 and will be paid for under the Removal of Improvements pay item 202-20.10. The City of Jefferson Wastewater needs a week notice to allow an inspector to check all work being done during the removal.

6.0 MoDOT Central District: MoDOT Central District has multiple overhead lights within the project area. The project plans to remove and add new lights along Route 54 along with a new controller. All pay items and light pole locations are located within the contract plans.

7.0 Ameren Missouri Gas and Mediacom: The listed utility companies have facilities within the project limits. These Companies advises that they do not anticipate any utility conflicts on the road project. The Contractor shall take measures as necessary to protect the integrity of any existing facility near contract work while performing construction activities.

8.0 Utility conflicts not noted. If utility facilities are found to be in conflict with the contract work that aren't noted on the plans or in the Job Special Provisions, the Contractor shall contact the MoDOT Utility Engineer, Yahkhub Shebib at (573) 526-0515. District Utility Staff will determine whether adjustment of the utility is necessary, if alternate construction methods will be required, or if the work can be installed in accordance with Missouri Standard Plans for Highway Construction for the item of work specified.

Yahkhub Shebib (573) 526-0515
Michael Dixon (573) 291-4361

9.0 Basis of Payment. No direct payment shall be made for compliance with this provision unless specified elsewhere in the contract document.

G. Proof-Testing and Geotechnical/Grading Requirements (Foundation Improvements)

1.0 The following geotechnical requirements related to grading of new fill shall be completed by the contractor based upon the Geotechnical Settlement Investigation Report included within the Electronic Deliverables.

1.1 For soils that are very moist to wet and are exhibiting pumping and/or rutting more than 3 inches, the contractor shall allow the area to dry and then recompact the area with a sheepsfoot roller.

1.2 Prior to constructing the new fill, the contractor shall proof roll the following areas as shown in the plan sheets with a fully loaded tandem axle dump truck or similar vehicle. The engineer will be responsible for determining if any area fails testing and require additional foundation improvements. Location requiring proof rolling is Ramp 1 between approximate Sta. 5+50.00 to Sta. 15+78.00

1.3 If the engineer determines there are locations requiring foundation improvements, the contract includes quantities for separation geotextile, clean aggregate/sand and rock fill items that may be required for foundation improvements. This improvement shall consist of geotextile fabric placed on the existing soil followed by 3 inches of clean aggregate or sand capped with 2-foot layer of rock fill (MoDOT Std. Spec. 214); capped with another 3-inch layer of clean aggregate or sand followed with another layer of geotextile fabric. The quantities for foundation improvements and earthwork in the contract will be measured in the field and the quantities adjusted.

1.4 Settlement Gauges. A quantity of settlement gauges is included in the contract. The contractor shall install settlement gauges per the Geotechnical Settlement Investigation Report included within the Electronic Deliverables. The engineer will determine the proper location of the settlement gauges after proof rolling test as required.

1.4.1 The contractor shall supply and install the settlement gauges per the Standard Specifications and Plans and each gauge shall be read every week after fill operations begin and shall continue until there is less than 0.25-inches of settlement (estimated between 1 and 7 weeks) for 2 consecutive weeks. At this time, the contractor may place the rock base and new pavement.

1.4.2 The use of additional surcharge material over the proposed fill shown in the plans is at the option of the contractor and at the contractor's expense. Gauges that become inoperative are not considered satisfactory for payment purposes. MoDOT Standard Specifications require the contractor to repair or replace damaged gauges at the contractor's expense.

2.0 Method of Measurement. The engineer shall be responsible for measuring the areas of geotextile fabric, clean aggregate or sand and rock fill. Earthwork items in the contract will be adjusted based on the volume of the foundation improvements.
the contractor to install settlement gauges per the Geotechnical Settlement Investigation Report included within the Electronic Deliverables.
3.0 Basis of Payment. No direct payment shall be made for the proof roll testing. This work shall be considered incidental to and covered by other items in the contract.

3.1 Foundation improvements shall be paid for at the contract unit price for 214-20.00 Furnishing Rock Fill per CY; 214-30.00 Placing Roll Fill per CY; 304-99.07, Sand or Clean Aggregate per CY; 624-01.04A Separation Geotextile per SY; and 304-99.02, Settlement Gauges, each. This payment will cover the cost of equipment, labor, materials, or time required to fulfill the above provisions. The quantities for these items will be measured in the field and adjusted in the contract as necessary. There will be no claims allowed for payment adjustment due to the quantity changes.

H. Truck Mounted Attenuator (TMA) for Stationary Activities JSP-23-04

1.0 Description. Provide and maintain Truck Mounted Attenuators (TMA) in accordance with Sec 612 and as specified herein.

2.0 Construction Requirements. Truck Mounted Attenuators (TMA) shall be used for the work activities indicated in the plans or specified herein.

2.1 Entrance and Curb Construction. During construction of the paved approaches and curb and gutter and when a lane is closed, the contractor shall use a TMA to protect the work area from traffic.

2.2 Island Construction at Intersections. During the construction of the islands at intersections and when a lane is closed, the contractor shall use a TMA to protect the work area from traffic.

3.0 Method of Measurement. No measurement will be made for Truck Mounted Attenuators (TMA).

4.0 Basis of Payment. Delete Sec 612.5.1 and substitute with the following:

612.5.1 No payment will be made for truck mounted attenuators (TMAs) used in mobile operations or for any TMAs designated as optional.

612.5.1.1 Payment for TMAs required for stationary work activities will be paid for at the contract unit bid price for Item 612-30.01, Truck Mounted Attenuator (TMA), per lump sum. The lump sum payment includes all work activities that require a TMA, regardless of the number of deployments, relocations, or length of time utilized. No payment will be made for repair or replacement of damaged TMAs.

I. Access to Commercial and Private Properties

1.0 Description. Part of this improvement is located within a commercial area. While working on entrances or adjacent properties, the contractor shall make every reasonable effort to minimize any interference to the properties and to pursue the work diligently. Under no circumstances shall the contractor completely block ingress/egress to and from businesses during the normal business hours of each business unless as approved in advance by the property owner and the engineer.

1.1 The contractor shall notify the engineer seven (7) calendar days prior to any area of sidewalk or entrance construction. After notification from the contractor, the engineer will contact each property owner at least one week prior to any entrance construction within their property limits to advise them of the work that will take place and the timeframe of the work.

2.0 Construction Requirements. If there exists more than one entrance to the property, the contractor shall always keep a minimum of one entrance to that property completely open unless approved in advance by the property owner and the engineer. If there is only one entrance, the contractor shall only construct one half of the entrance at a time. The minimum compressive strength of the concrete shall be 2500 psi for light traffic (residential) and 3000 psi for commercial traffic before allowing access.

3.0 Liquidated Damages Specified. If the entire entrance is not complete and open to traffic within **seven (7) calendar days**, 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 delay, with its resulting cost to the traveling public. These damages are not reasonably capable of being computed or quantified. Therefore, the contractor will be charged with liquidated damages specified in the amount of **$250.00 per day** for each full day that an entrance is not complete and open to traffic in excess of the limitation as specified elsewhere in the special provision.

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 documents.

J. Damage to Existing Pavement, Side Roads and Entrances

1.0 Description. This work shall consist of repairing any damage to existing pavement, curb, ramps and/or shoulders caused by contractor operations. This shall include damage caused either directly or indirectly by contractor operations, including but not limited to, damage caused by the traffic during contractor operations.

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

3.0 Method of Measurement. No measurement of damaged pavement, curb, ramps, or shoulder areas as described above shall be made.

4.0 Basis of Payment. No payment will be made for repairs to the existing pavement, curb, ramps and/or shoulders damaged by contractor operations

K. Contractor Quality Control NJSP-15-42

1.0 The contractor shall perform Quality Control (QC) testing in accordance with the specifications and as specified herein. The contractor shall submit a Quality Control Plan (QC Plan) to the engineer for approval that includes all items listed in Section 2.0, prior to beginning work.

2.0 Quality Control Plan.

(a) The name and contact information of the person in responsible charge of the QC testing.
(b) A list of the QC technicians who will perform testing on the project, including the fields in which they are certified to perform testing.
(c) A proposed independent third-party testing firm for dispute resolution, including all contact information.
(d) A list of Hold Points, when specified by the engineer.
(e) The MoDOT Standard Inspection and Testing Plan (ITP). This shall be the version that is posted at the time of bid on the MoDOT website (www.modot.org/quality).

3.0 Quality Control Testing and Reporting. Testing shall be performed per the test method and frequency specified in the ITP. All personnel who perform sampling or testing shall be certified in the MoDOT Technician Certification Program for each test that they perform.

3.1 Reporting of Test Results. All QC test reports shall be submitted as soon as practical, but no later than the day following the test. Test data shall be immediately provided to the engineer upon request at any time, including prior to the submission of the test report. No payment will be made for the work performed until acceptable QC test results have been received by the engineer and confirmed by QA test results.

3.1.1 Test results shall be reported on electronic forms provided by MoDOT. Forms and Contractor Reporting Excel2Oracle Reports (CRE2O) can be found on the MoDOT website. All required forms, reports and material certifications shall be uploaded to a Microsoft SharePoint® site provided by MoDOT and organized in the file structure established by MoDOT.

3.2 Non-Conformance Reporting. A Non-Conformance Report (NCR) shall be submitted by the contractor when the contractor proposes to incorporate material into the work that does not meet the testing requirements or for any work that does not comply with the contract terms or specifications.

3.2.1 Non-Conformance Reporting shall be submitted electronically on the Non-Conformance Report form provided on the MoDOT Website. The NCR shall be uploaded to the MoDOT SharePoint® site and an email notification sent to the engineer.

3.2.2 The contractor shall propose a resolution to the non-conforming material or work. Acceptance of a resolution by the engineer is required before closure of the non-conformance report.

4.0 Work Planning and Scheduling.

4.1 Two-week Schedule. Each week, the contractor shall submit to the engineer a schedule that outlines the planned project activities for the following two-week period. The two-week schedule shall detail all work and traffic control events planned for that period and any Hold Points specified by the engineer.

4.2 Weekly Meeting. When work is active, the contractor shall hold a weekly project meeting with the engineer to review the planned activities for the following week and to resolve any outstanding issues. Attendees shall include the engineer, the contractor superintendent or project manager and any foreman leading major activities. This meeting may be waived when, in the opinion of the engineer, a meeting is not necessary. Attendees may join the meeting in person, by phone or video conference.

4.3 Pre-Activity Meeting. A pre-activity meeting is required in advance of the start of each new activity, except when waived by the engineer. The purpose of this meeting is to review construction details of the new activity. At a minimum, the discussion topics shall include safety precautions, QC testing, traffic impacts, and any required Hold Points. Attendees shall include the engineer, the contractor superintendent and the foreman who will be leading the new activity. Pre-activity meetings may be held in conjunction with the weekly project meeting.

4.4 Hold Points. Hold Points are events that require approval by the engineer prior to continuation of work. Hold Points occur at definable stages of work when, in the opinion of the engineer, a review of the preceding work is necessary before continuation to the next stage.

4.4.1 A list of typical Hold Point events is available on the MoDOT website. Use of the Hold Point process will only be required for the project-specific list of Hold Points, if any, that the engineer submits to the contractor in advance of the work. The engineer may make changes to the Hold Point list at any time.

4.4.2 Prior to all Hold Point inspections, the contractor shall verify the work has been completed in accordance with the contract and specifications. If the engineer identifies any corrective actions needed during a Hold Point inspection, the corrections shall be completed prior to continuing work. The engineer may require a new Hold Point to be scheduled if the corrections require a follow-up inspection. Re-scheduling of Hold Points require a minimum 24-hour advance notification from the contractor unless otherwise allowed by the engineer.

5.0 Quality Assurance Testing and Inspection. MoDOT will perform quality assurance testing and inspection of the work, except as specified herein. The contractor shall utilize the inspection checklists provided in the ITP as a guide to minimize findings by MoDOT inspection staff. Submittal of completed checklists is not required, except as specified in 5.1.

5.1 Inspection and testing required in the production of concrete for the project shall be the responsibility of the contractor. Submittal of the 501 Concrete Plant Checklist is required.

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

L. Liquidated Damages Specified

1.0 Description. Construction stages 1, 2 and 3 for this project require construction of the median lane widening on Route 54 WBL, the new Ramp 1, a deceleration lane for Ramp 3, and pavement replacement on Route W. If Construction Stages 1, 2, and 3, as shown in the plans, is not complete and open to unrestricted traffic on or before December 1, 2026, 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 delay, with its resulting cost to the traveling public. These damages are not reasonably capable of being computed or quantified. Therefore, the contractor will be charged with liquidated damages specified in the amount of $5000 per day for each day, or partial day thereof, that Construction Stages 1, 2, and 3, shown in the plans, is not complete and open to unrestricted 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 excess closure time.

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

1.2 Liquidated damages for failure to complete the work on time shall not be waived from December 15 to March 15, both dates inclusive.

M. Trash Trap Equipment and Installation

1.0 Description. This work shall consist of purchasing Trash Trap equipment from Storm Trap Inc and the installation of the equipment.

2.0 Construction Requirements. The contractor shall purchase the trash trap equipment from Storm Trap Inc. and install the equipment to an existing culvert located under existing Ramp 1. Work shall include removal of existing flared end section, construction of a pipe collar and slab and the installation of the trash trap equipment.

3.0 Supplier Contact. Tara Dinslage is the contact person for the purchase of the Trash Trap equipment and delivery. Email is TDinslade@Stormtrap.com. Phone Number is 1-816-446-9895.

4.0 Basis of Payment. Payment for this work shall be considered completely covered by the contract unit price for Item No. 6049901, Trash Trap Equipment and installation, per lump sum.

4.1 Other Related Items of work. Payment for the pipe collar and concrete slab shall be considered completely covered by the contract unit price for Item No. 5029905, Non-Reinforced PCCP Pad (8" Thick), per Sq. Yard and 6044011 Pipe Collar, Type A, per each.

N. Removal and Replacement of Traffic Signs

1.0 Description. Existing traffic signs that must be removed prior to proposed traffic signs being installed and that are determined to be essential to the safe and orderly flow of traffic by the Engineer shall be temporarily re-erected immediately by the Contractor at temporary locations in a manner approved by the Engineer. The existing signs shall remain temporarily erected until the final permanent signing has been installed. The Contractor shall maintain the existing signs in a straight and neat condition for the duration of the temporary mounting.

2.0 Basis of Payment. No direct payment shall be made for compliance with this provision.

O. Disposition of Catwalks and Lighting Systems

1.0 Description. All existing catwalks and lighting assemblies indicated for removal in the plans shall be removed by the contractor with the contractor to dispose of or keep at their discretion. Walkways for Dynamic Message Signs shall not be removed.

2.0 Removal Requirements. The walkway grating, handrails, and supports shall be removed. Vertical supports shall be removed to an elevation of 6-inches below existing signs. Removal limits shall be verified prior to sawcutting. Removal shall also include removal of abandoned lighting fixtures. Electrical conduit and wiring, electrical disconnect boxes, and any ancillary banding or strapping shall be abandoned in place after wiring is cut. Any openings left in the structures shall be closed with conduit/knock out plugs to prevent intrusion of water or debris.

3.0 The contractor shall exercise reasonable care in the handling catwalks and lighting during the removal and transportation. Should any of the signs be damaged by the contractor's negligence, it shall be replaced at the contractor's expense.

4.0 Basis of Payment. Payment for the removal and transportation of catwalks, lighting systems and their components for disposal as shown in the plans, shall be considered completely covered by the contract unit prices for:

Item Number	Item Name	Units
903-99.03	Remove Catwalk	LF
903-99.02	Remove Lighting System	EA

P. Signing Locations Documentation by Contractor

1.0 Description. The contractor shall document the locations of all new signs installed by the contractor on the sign plan sheets. Using the signing plan sheets provided in the plans, the contractor shall make copies of the sheets and note the stations of all sign locations using ink pen and provide to the Engineer. These sheets will be used to update sign locations in MoDOT's database.

2.0 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.

Q. Overhead Sign Mounting Vertical Location and Support Trim

1.0 Overhead Sign Mounting. The contractor shall verify locations of existing sign hardware to be replaced so that signs are fastened to overhead structure in accordance with the Standard Plans.

1.1 Overhead signs shall be mounted in accordance with Standard Plans 903.05 through 903.60.

1.2 All signs shall be centered vertically about the horizontal centerline of the truss, unless the minimum vertical distance to the pavement cannot be met.

1.3 When a horizontal mounting distance is not provided, the new sign shall be mounted as close to the old sign's position as practical centered over the lane, over the lane of travel that the sign is intended to direct, or as directed by the engineer.

1.4 Existing overhead vertical sign supports that are reused and that exceed the vertical dimensions of the new sign and extend beyond the structure's upper and lower chords shall be trimmed so as not to exceed the vertical dimensions of the new sign.

1.5 Vertical Upright Supports. The contractor shall provide and place any additional vertical

upright supports required to mount new signs. Existing 3” and 6” upright supports may be re-used and reinstalled.

2.0 Vertical Upright Supports.

2.1 The contractor shall provide and place any additional vertical upright supports required to mount new signs. Existing upright supports may be re-used and reinstalled.

2.2 Additional 3” or 6” aluminum I-beam upright supports shall be provided and placed for installation of signs up to 3’ greater in height than the existing signs, on overhead sign truss structures. Where additional 3” upright supports are used, these supports shall be located as close to the 6” upright supports as practical.

2.3 Additional 3” aluminum I-beam upright supports shall be provided and placed for installation of signs up to 3’ greater in height than the existing signs on Type S, Type C and Type B tubular support structures. Where additional 3” upright supports are used, these supports shall be located as close to the 3½” X 2½” upright supports as practical.

2.4 Where 3” upright supports are used for an extended portion of a sign that is not above a 6” upright, the 3” upright shall be located at a 6” minimum to 3’ maximum width from the extended edge of the sign.

2.5 All existing structural hardware and connections on the overhead structural members, connections, posts, and footings to be used in place shall be verified for conformance with the Standard Plans. Missing nuts, bolts, and clips will be replaced. Loose nuts, bolts, and clips will be tightened. Any damage incurred to the existing sign structures during sign removal and replacement activities will be repaired at the contractor’s expense.

2.6 All existing vertical uprights that will no longer be used to support new or existing signs shall be removed.

3.0 Basis of Measurement. All costs associated with this work and compliance with this provision are considered incidental to other overhead signing costs.

4.0 Basis of Payment. No direct payment shall be made for any labor or materials needed to comply with this provision.

R. Ground Post Length Verification

1.0 Ground Mounted Signs. Ground mounted signs shall be installed in accordance with Standard Plans 903.03. Locations of fuse plate and hinge breakaways on existing sign posts have been identified in the plans for modification as noted.

2.0 The contractor shall verify all proposed ground mounted sign post lengths in the field prior to sign installation.

3.0 Basis of Measurement. All costs associated with this work and compliance with this provision are considered incidental to other signing costs.

4.0 Basis of Payment. No direct payment shall be made for any labor or materials needed to comply with this provision.

S. Overhead Sign Cantilever Box Truss

1.0 Description. This work shall consist of providing all costs for all labor and materials associated with the span, cantilever, and butterfly trusses, from the bottom of the baseplate on up, as illustrated in the Standard Plans, plans, signing details, and signing cross-sections. Any utility requiring relocation for post foundations shall be coordinated in accordance the Special Provision – Utility Coordination.

2.0 Prior to ordering the overhead structures, the Contractor shall verify the dimensions with the Engineer.

3.0 Basis of Payment. Payment for furnishing all labor, equipment, materials, and incidentals will be paid for at the contract unit price per each as follows:

Item No.	Item Name	Units
903-99.02	90 Ft Cantilever Box Truss	EA
903-99.02	91 Ft Overhead Sign Truss	EA

T. Missouri LOGO Signing

1.0 Description. Special Supplemental Guide Signs, which show the motorist services and sites available on a crossroad at or near an interchange, are within the limits of the project. These signs may include Specific Service Signing (Logos), Tourist-Oriented Destination signs (TODS), traffic generator signs for privately owned and operated tourist-oriented activity sites, and signing for Colleges, State and Federal Agency sites, Welcome Center Affiliate sites and State Correctional Centers.

1.1 These signs shall remain visible to and effective for the traveling public during all stages of construction.

1.2 Any work involving the relocation (permanent or temporary), repair, replacement or legend modification required for these signs is the responsibility of Missouri Logos. The contractor shall be solely responsible for determining if the project will affect these signs due to contractor operations during construction of this project. The contractor shall be responsible for coordinating this work with them using the contact information below and providing full cooperation during this work.

Ron Young – Missouri Logos
Phone: (573) 893-6662 (Mon-Fri 8:00 a.m. – 5:00 p.m.)
Email: ryoung@interstatelogos.com

Missouri Logos, LLC
4742-A County Club Dr.
Jefferson City, MO 65109
Phone: 800-666-3514
Email: missourilogos@interstatelogos.com
Web: missouri.interstatelogos.com

2.0 Replacement costs of any business specific logo panels damaged by vandalism or natural forces are the responsibility of the specified business. Any Supplemental Guide Sign damaged because of the contractor's action shall be replaced at the contractor's expense.

3.0 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 this provision.

U. Removal and Delivery of Existing Signs JSP-12-01C

1.0 Description. All Commission-owned signs removed from the project shall be disassembled, stored, transported, and disposed of as specified herein. Sign supports, structures and hardware removed from the project shall become the property of the contractor.

2.0 Disassembly and Delivery.

2.1 All Commission-owned signs, (excluding abandoned billboard signs), designated for removal in the plans, or any other signs designated by the Engineer, shall be removed from the sign supports and structures, disassembled, stored, transported, and delivered by the contractor to the recycling center for destruction.

2.2 The contractor shall coordinate and make arrangements with the recycling center for delivery of the signs. Sign panels shall be disassembled and/or cut into sizes as required by the recycling center.

2.3 The contractor shall provide the Engineer with a "Sign Delivery Certification" attesting to completion of delivery of all existing sign material from the project to the recycler. In addition, the contractor shall provide to the Engineer a final "Sign Certification of Destruction" from the recycler that documents the total pounds of scrap sign material received from the project and attests that all such material will not be re-purposed and will be destroyed in a recycling process. The contractor can locate the required certification statements from the Missouri Department of Transportation website:

https://www.modot.org/forms-contractor-use

2.4 Funds received from the disposal of the signs from the recycling center shall be retained by the Contractor.

3.0 Basis of Payment. All costs associated with removing, disassembling and/or cutting, storing, transporting, and disposing of signs shall be considered as completely covered by the contract unit price for Item No. 202-20.10, "Removal of Improvements", per lump sum.

Item No.	Item Name	Units
202-20.10	Removal of Improvements	Lump Sum

V. 4-Inch Square Steel Sign Post JSP-23-02

1.0 Description. The 4-inch square steel post and breakaway system shall be MASH 2016 approved and on MoDOT's Approved Products List.

2.0 Material. All material shall be in accordance with Division 1000 and as further specified per this provision. The 4-inch square steel posts are to be multi-directional. The posts shall be 4 inches square, 8 gauge, and galvanized. The 4-inch square steel posts shall be hot-dip galvanized after fabrication. Galvanizing of sign posts, bolts, nuts, washers, other appurtenances, and repair of galvanizing shall be in accordance with Sec. 1081.

3.0 Construction Requirements. Concrete footing construction shall be in accordance with Sec. 903.3.1.2. Post installation shall follow the manufacturer's recommendations.

4.0 Method of Measurement. Measurement of 4-inch square steel posts will be made to the nearest linear foot for each post, as shown on the plans. Measurement for 4-inch square steel post base will be made per each.

5.0 Basis of Payment. Payment for 4-inch square steel post will be paid for at the contract unit price for: **903-12.30 4-Inch Square Steel Post**. Post cap, post clamp, hardware (nuts and bolts), and backing bars are incidental to the post. Payment for **903-10.05 Square Steel Sign Post (4-In.) Base** shall include, complete and in place, the concrete footing, ground anchor, breakaway assembly, and hardware (nuts and bolts).

W. Sign Structural Removal

1.0 Description. This work includes the removal of existing sign structures at the locations noted in the plans.

2.0 Construction Requirements. Existing sign structures for removal are at the locations noted in the plans. The contractor shall remove ground mounted post footings to an elevation flush with the adjacent existing ground, unless otherwise noted in the plans. The structure removal includes the overhead sign structure, posts, and footings. Overhead structural post footings shall be removed to a depth of two feet below the adjacent existing ground, unless otherwise noted. Any voids remaining due to the removal of the footings will be backfilled to the existing ground line.

The removal of the overhead structural signs shall be in accordance with the special provision for the Removal and Delivery of Existing Signs. The existing structure and signs shall not be

removed until the new structure is installed and ready for the new and existing signs to be relocated.

3.0 Basis of Measurement. Final measurement of Sign Structure Removal will be made for each location.

4.0 Basis of Payment. Sign Structure Removal will be paid at the contract unit price for:

Item Number	Item Name	Units
Item 903-99.02	Remove Exist. Overhead Sign Cantilever Truss	Each
Item 903-99.02	Remove Exist. Overhead Sign Monotube	Each

X. Airport Requirements JSP-15-09

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

20,000 feet (4 miles) from an airport with a runway length of at least 3,200 feet
10,000 feet (2 miles) from an airport with runway length less than 3,200 feet
5,000 feet (1 mile) from a public use heliport

2.0 The maximum height of the improvement and the equipment operating while performing the improvements was assumed to be 30 feet above the current travelway during the process of evaluating the project for compliance with FAA Reg Part 77.

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

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

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

Y. Vegetative Barrier Pavement JSP-24-04B

1.0 Description. This work shall consist of constructing an asphalt pavement strip at a compacted thickness of 3 inches and width (6 feet minimum) as specified in the contract plans. Placement shall be in accordance with section 400 of the standard specifications.

1.1 Material may need to be added in some locations to provide a stable and uniform subgrade prior to paving at the thickness specified. Prior to paving, the area shall be prepared and compacted with 3 passes of a 10-ton roller or by another method as approved by the engineer.

1.2 Soil sterilant shall be applied to the compacted surface as specified by the manufacturer's requirements and as approved by the engineer.

1.3 A commercial mix meeting the requirements of Sec 401.5.3 may be used in lieu of Plant Mix Bituminous Pavement.

1.4 Slopes shall be blended into the existing slope beyond the limits of the vegetative barrier.

2.0 Method of Measurement. Vegetative barrier pavement will be measured in square yards as constructed.

3.0 Basis of Payment. Vegetative barrier pavement, compaction, soil sterilant, and all other labor and materials will be paid for at the unit price for "Vegetative Barrier 3 in. Depth", item number 401-99.05, per square yard.

Z. Optional Pavements JSP 06-06H

1.0 Description. This work shall consist of a pavement composed of either Portland cement concrete or asphaltic concrete constructed on a prepared subgrade. This work shall be performed in accordance with the standard specifications and as shown on the plans or established by the engineer.

2.0 The quantities shown reflect the total square yards of pavement surface designated for each pavement type as computed and shown on the plans.

2.1 No additional payment will be made for asphaltic concrete mix quantities to construct the required 1:1 slope along the edge of the pavement, or for tack applied between lifts of asphalt.

2.2 No additional payment will be made for aggregate base quantities outside the limits of the final surface area as computed and shown on the plans. When A2 shoulders are specified, payment for aggregate base will be as shown on the plans.

2.3 The grading shown on the plans was designed for the thinner pavement option. For projects with grading in the contract, there will be no adjustment of the earthwork quantities due to adjusting the roadway subgrade for optional pavements.

2.4 The contractor shall comply with Sections 401 through 403 for the asphalt option and Sections 501 and 502 for the concrete option.

2.5 Pavement options composed of Portland cement concrete shall have contrast pavement marking for intermittent markings (skips), dotted lines, and solid intersection lane lines. The pavement markings shall be in accordance with Section 620. No additional payment will be made for the contrast pavement markings.

3.0 Method of Measurement. The quantities of concrete pavement will be measured in accordance with Section 502.14. The quantities of asphaltic concrete pavement will be measured in accordance with Section 403.22.

4.0 Basis of Payment. The accepted quantity of the chosen option will be paid for at the contract unit bid price for Item 401-99.05, Optional Pavement, per square yard.

4.1 For projects with previously graded roadbeds, any additional quantities required to bring the roadway subgrade to the proper elevation will be considered completely covered by the pay item for Subgrading and Shouldering.

4.2 Price Adjustment for Fuel. If the contractor accepts the option for fuel adjustment in the bid proposal, a fuel adjustment will be applied in accordance with Sec 109.14 for the type of pavement constructed.

AA. Work Zone Traffic Signal System with Driveway Assistance Devices

1.0 Description. This work shall consist of providing and installing a work zone traffic signal system with driveway assistance devices as shown in the plans. This work shall be performed as specified by standard pay item 616-20.00A and as specified herein.

2.0 Construction Requirements. The temporary traffic signal shall have the ability to be continuously monitored remotely, managed, and controlled by the prime contractor. This shall include adjusting signal timing and phasing as necessary. The system shall be accessible via a web interface and shall display video images, signal phase, and cycle times. All data and video shall be recorded and viewable through the web interface. One month of historical data shall be accessible by the Commission. Video detection shall be required for signal actuation. Each unit shall be equipped with two cameras, with one directed towards traffic, and one directed towards the work zone. The contractor is responsible for all arrangements, coordination, and payments to the telecommunication or cellular companies.

2.1 All signal timing values, including, but not limited to green, yellow, and red clearance values, shall be approved by the Commission before the temporary signal system is installed.

2.2 A Clearance Time Extender System shall be included that detects slow moving vehicles and extend the red clearance interval accordingly. If traffic has not cleared the work zone by the time that the clearance interval expires, the Clearance Time Extension System shall increase to programmed red time to allow the remaining vehicles to clear the work zone safely. All green indications shall be held until the system no longer detects traffic traveling through the work zone.

2.3 A wireless communication system shall be in place to facilitate synchronized operation of the units and allow for a minimum of a ½ mile separation between the units.

2.4 The contractor and Commission shall be given login access to the web interface to view the operation of the system and to review any history.

2.5 A Driveway Assistance Device (DAD) shall be utilized at access points within the work zone, as shown on the plans. The DAD shall be fully integrated with the temporary traffic signal system to control traffic on the approach(es) shown on the plans. The DAD shall clearly convey the following to motorists at the entrance(s):

(a) Traffic along the route is proceeding under a one-way traffic configuration,
(b) The current direction of travel of motorists along the primary route, and
(c) Motorists on the driveway approach(es) shall yield to traffic on the primary route

3.0 Basis of Payment. All labor, equipment, time, and materials necessary to provide and operate the Work Zone Traffic Signal System, shall be considered as completely covered by the unit price bid for item 616-99.02, Work Zone Traffic Signal System, per each.

BB. Temporary Long-Term Rumble Strips JSP-13-04C

1.0 Description. The work shall include furnishing, installing, maintaining and removing long-term rumble strips, as shown in the plans, or as designated by the engineer.

2.0 Material.

2.1 The long-term rumble strips shall be 10 feet to 12 feet in length, fabricated from a polymer material, and be orange in color.

2.2 The long-term rumble strips shall have a minimum width of 4 inches, but no greater than 6 inches. The long-term rumble strips shall have a minimum thickness of 0.25 inch, but no greater than 0.50 inch.

2.3 The long-term rumble strips shall have a pre-applied adhesive backing for securing to the asphalt or concrete roadway surface.

3.0 Construction. Long-term rumble strips layout and spacing shall be in accordance with the plans or as approved by the engineer. The long-term rumble strips shall be installed and removed in accordance with manufacturer's recommendation. The contractor shall monitor and repair, and maintain if necessary the long-term rumble strips until removed.

3.1 Each set shall consist of five individual strips spaced ten to twelve feet on center.

3.2 The long-term rumble strips removal process shall not damage the roadway surface. If any damage occurs to the pavement during the removal of long-term rumble strips, the contractor shall replace or repair the damaged pavement at no cost to the Commission.

4.0 Method of Measurement. Measurement of long-term rumble strips will be per each complete set of five strips.

5.0 Basis of Payment. The accepted quantity of Temporary Long-Term Rumble Strips sets will be paid for at the contract unit price for 616-20.02, Temporary Long-Term Rumble Strips, per each set. The long-term rumble strips unit bid price shall include the cost of all labor, equipment and materials to install, maintain, and remove the rumble strips.

CC. Base Mounted Lighting Control Station 480 Volt- 5 Circuit

1.0 This work includes installing a new base mounted lighting control station capable of operating a 480-volt lighting system containing five (5) circuits.

2.0 All work associated with this item shall meet the

3.0 Method of Measurement: Measurement of the installation of the base mounted lighting control station (480 Volt – 5 Circuit) shall be made per each.

4.0 Basis of Payment: All costs associated with this work shall be considered completely covered by bid item 901-99.02 “Base Mounted Lighting Control Station 480 Volt – 5 Circuit”, per each.

DD. 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.