

Job No: J413125 J413127
Route: I-70 I-29
County: Jackson Jackson

JOB SPECIAL PROVISIONS TABLE OF CONTENTS (ROADWAY)

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

- A. General
- B. Contract Liquidated Damages
- C. Work Zone Traffic Management
- D. Emergency Provisions and Incident Management
- E. Project Contact for Contract/Bidder Questions
- F. Supplemental Revisions
- G. Utilities
- H. Contractor Quality Control and Daily Reporting
- I. Pavement Marking Log
- J. Seeding and Fertilizing
- K. Disposition of Existing Signal Equipment
- L. Guardrail Grading Requirements
- M. Removal and Delivery of Existing Signs
- N. ADA Compliance and Final Acceptance of Constructed Facilities
- O. Accessible Pedestrian Signals (Pushbuttons)
- P. ADA Compliant Moveable Barricade
- Q. ADA Curb Ramps
- R. High Friction Surface Treatment
- S. Linear Grading for Sidewalks
- T. Relocation of Existing Sign Assemblies
- U. Drop Inlet Cleanout
- V. Airport Requirements
- W. Adjusting Basin or Inlet
- X. MoDOT's Construction Workforce Program NJSP-15-17A
- Y. Electronic Ticketing

Job No: J413125 J413127
Route: I-70 I-29
County: Jackson Jackson

“THIS MEDIA SHOULD NOT BE CONSIDERED A CERTIFIED DOCUMENT.”	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: J413125 & J413127 JACKSON COUNTY, MO DATE PREPARED: Sept. 20, 2019
	ADDENDUM DATE:
Only the following items of the Job Special Provisions (Roadway) are authenticated by this seal: All	

Job No: J413125 J413127
Route: I-70 I-29
County: Jackson Jackson

JOB
SPECIAL PROVISIONS

A. General - Federal JSP-09-02E

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 2019 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-13-01B

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 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.

Job No: J4I3125 J4I3127
Route: I-70 I-29
County: Jackson Jackson

Notice to Proceed: February 3, 2020
Completion Date: December 1, 2020

2.1 Calendar Days. The count of calendar days will begin on the date the contractor starts any construction operations on the project.

Job Number	Calendar Days	Daily Road User Cost
J4I3125	112	\$11,400
J4I3127	90	\$11,400

3.0 Liquidated Damages for Contract Administrative Costs. Should the contractor fail to complete the work on or before the 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 **\$500** 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 above specified 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 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-02-06F

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.

Job No: J413125 J413127
Route: I-70 I-29
County: Jackson Jackson

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.

Job No: J413125 J413127
Route: I-70 I-29
County: Jackson Jackson

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:

12:00 noon July 2, 2020 – 10:00 p.m. July 5, 2020
12:00 noon July 2, 2021 – 6:00 a.m. July 6, 2021
12:00 noon July 1, 2022 – 6:00 a.m. July 5, 2022

3.1.2 This project maybe under construction at the same time as the bridge reconstruction project on I-70 in Kansas. This project includes work on I-70 that may interfere with the Kansas project. The contractor will need to verify the status of the Kansas construction project and coordinate traffic control and the continuous flow of traffic through the downtown I-70/I-670 area. Work days and hours will be per the discretion of the engineer.

3.2 The contractor shall not perform any construction operation on 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.

3.4 Any work requiring a reduction in the number of through lanes of traffic shall be completed during nighttime hours. Nighttime hours shall be considered to be 7:30 p.m. to 6:00 a.m. for this project. Multiple lane closures (2 lanes) shall only be allowed from 9:00 p.m. to 5:30 a.m.

3.4.1 The contractor will be allowed to close the loop sections of I-70 and part of I-29, in the east leg of the loop (north of I-70) as is detailed in the Traffic Control Plans. The contractor shall coordinate said closures with the engineer. Any work, in these locations, that is not performed during one of the weekend closures shall be completed during nighttime hours. Any work outside these limits shall be completed during nighttime hours.

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 \$15,000 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

Job No: J413125 J413127
 Route: I-70 I-29
 County: Jackson Jackson

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 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. The CMS shall be capable of communication with the Transportation Management Center (TMC), if applicable, 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 maintained at all times except for brief intervals of time required when the movement of the contractor's equipment will seriously hinder the safe movement of traffic. Periods during which the contractor will be allowed to interrupt traffic will be designated by the engineer.

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

D. EMERGENCY PROVISIONS AND INCIDENT MANAGEMENT

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

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

Missouri Highway Patrol (816-622-0800)	
Jackson County Sheriff	816-524-4302
City of Kansas City	Fire: 816-513-0911
City of Kansas City	Police: 816-234-5000

2.1 This list is not all inclusive. Notification of the need for wrecker or tow truck services will

Job No: J413125 J413127
Route: I-70 I-29
County: Jackson Jackson

remain the responsibility of the appropriate police agency.

2.2 The contractor shall notify 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 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

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

Mark Fisher, Project Contact
MoDOT, KC District
600 NE Colbern Rd
Lee's Summit, MO 64086
Telephone Number: 816-607-2271
Email: Mark.Fisher@modot.mo.gov

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

F. Supplemental Revisions JSP-18-01H

Stormwater Compliance Requirements

1.0 Description. This provision requires the contractor to provide a Water Pollution Control Manager (WPCM) for any project that includes areas of land disturbance that will total one (1) acre or greater on the project site at any point in time. 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.

1.1 Applicability. The project site consists of all areas designated on the plans, including temporary and permanent easements. This provision does not apply to Contractor staging, plant, or borrow areas that are not located on MoDOT right of way (Off-site). The Contractor is responsible for obtaining its own separate land disturbance permit for Off-site areas. This provision is in addition to any other stormwater, environmental, and land disturbance requirements specified elsewhere in the contract.

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:

Job No: J413125 J413127
Route: I-70 I-29
County: Jackson Jackson

- (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 within 7 days of the stormwater inspection or any extended period of time granted by the Engineer.

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.).

Job No: J413125 J413127
 Route: I-70 I-29
 County: Jackson Jackson

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.

G. 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:

<u>Utility Name</u>	<u>Known Required Adjustment</u>	<u>Type</u>
Evergy (Kansas City Power & Light Co.) William (Billy) Pelkey 4400 E. Front Street Kansas City, MO 64120 Phone: (816) 518-3258 Email: William.Pelkey@KCPL.com or William.Pelkey@evergy.com	Yes Section 2.0	Power
Google Fiber Marshall Martens 4049 Pennsylvania Avenue Suite 300 Kansas City, MO 64111 Phone: (415) 736-6597 Email: mmartens@google.com	None	Communications

Job No: J4I3125 J4I3127
Route: I-70 I-29
County: Jackson Jackson

AT&T Ron Gipfert 500 E. 8 th Street Room 1146 Kansas City, MO 64106 Phone: (816) 275-1550 Phone: (816) 214-2132 (cell) Email: rg7910@att.com	None	Communications
Spire Energy Richi Garcia 7500 E. 35 th Terrace Kansas City, MO 64129 Phone: (816) 507-0713 Email: Richi.Garcia@spireenergy.com	None	Gas
CenturyLink (Lightcore) Jason Johns 11111 Dorsett Road Maryland Heights, MO 63043 Phone: (636) 887-4947 (office) Phone: (916) 296-8520 (cell) Email: jason.johns@centurylink.com	None	Communications
City of Kansas City Water Services Department Kirk Rome 4800 E. 63 rd Street Kansas City, MO 64130 Phone: (816) 513-0368 Email: kirk.rome@kcmo.org	None	Water
City of Kansas City Water Services Department Karine Papikian 4800 E. 63 rd Street Kansas City, MO 64130 Phone: (816) 513-0300 Email: karine.papikian@kcmo.org	None	Sanitary Sewer

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 listed utilities.

Job No: J413125 J413127
Route: I-70 I-29
County: Jackson Jackson

2.0 Evergy (Kansas City Power and Light) has a power pole relocation at the northeast quadrant of the I-70 and Prospect interchange at the end of the westbound off ramp.

2.1 The contractor is advised that the City of Kansas City has a water valve located in the raised island on the southwest quadrant of the Prospect Avenue interchange that will require adjustment. There is also a MoDOT signal pull box located within the same raised island that will require adjustment. The Contractor shall adjust the City facilities and the MoDOT pull box to grade as necessary. The Contractor shall contact the respective utility regarding any questions regarding the adjustment of these facilities. Payment for all necessary work required for the adjustment of these facilities shall be completely covered by Pay Item 604-99.02 Adjusting manhole, valve, pull box as included elsewhere in this contract.

H. CONTRACTOR QUALITY CONTROL AND DAILY REPORTING

1.0 The contractor shall perform Quality Control (QC) testing and reporting 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

Job No: J413125 J413127
Route: I-70 I-29
County: Jackson Jackson

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.

3.3 Contractor Daily Work Reporting. The contractor shall submit to the engineer a Contractor Daily Work Report (CDWR) for each calendar day that work is performed. The CDWR shall include all information listed in 3.3.2.

3.3.1 The CDWR information may be provided on the MoDOT-provided form or an approved contractor form. Each CDWR shall be digitally signed by the contractor and uploaded to the MoDOT SharePoint® site no later than two (2) business days following the end of each week.

3.3.2 CDWR information:

- (a) Date and Contract Identification Number
- (b) Weather conditions, rainfall amounts, high/low ambient temperatures
- (c) List of subcontractors who performed work
- (d) Description of all work performed, including general location (ex. Sta, offset, log mile, etc.), and any testing performed.
- (e) Date range of days when no work was performed since the previous DWR
- (f) Pertinent traffic control information (changes, delays, accidents, etc.)
- (g) Statement: "All items installed meet or exceed contract requirements."

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. Discussion topics should include: safety precautions, QC testing, traffic impacts, and any required Hold Points.

Job No: J413125 J413127
Route: I-70 I-29
County: Jackson Jackson

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.

I. PAVEMENT MARKING LOG

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

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

J. SEEDING AND FERTILIZING

1.0 Description. The contractor shall seed, mulch, and fertilize all areas disturbed during construction operations in accordance with Division 800 or as directed by the engineer.

2.0 The contractor shall use the seeding and fertilizing mixtures and rates shown below for all disturbed areas.

2.1 Seeding. In accordance with Section 805, the following seed mixtures shall be applied at the rate specified:

Job No: J413125 J413127
 Route: I-70 I-29
 County: Jackson Jackson

Grass Seeding Mixture Pounds Pure Live Seed (PLS) per Acre	
Turf type fescue	150 lbs.
Perennial ryegrass	35 lbs.
Buffalograss	8 lbs.
Little blue Stem	2 lbs.
Winter Wheat	70 lbs.
TOTAL	265 PLS lbs./acre

2.2 Soil Neutralization. In accordance with Section 801, the following fertilizing agents shall be applied at the rate specified:

	Pounds per Acre			
	Nitrogen (N)	Phosphorous (P ₂ O ₅)	Potash (K ₂ O)	Effective Neutralizing Material
Within 30'	40	80	40	0

3.0 All grass seed should be covered with a straw blanket following seeding

4.0 Basis of Payment. All costs incurred will be paid for at the contract unit price for the 805-10.00A, Seeding - Cool Season Mixtures, per acre or shall be incidental to the cost of Item No. 215-30.00, Shaping Slopes, Class III.

K. DISPOSITION OF EXISTING SIGNAL EQUIPMENT

1.0 Description. All signal equipment noted in the plans shall be removed by the contractor and delivered to the following location:

Commission's Maintenance Lot
 9101 E. 40th Terrace
 Kansas City, MO 64133
 Phone: (816) 356-4748

2.0 Signal Equipment. All equipment is to be transported to the address listed above. The contractor shall notify the Commission's representative 24 hours prior to each delivery by calling the phone number listed above and ask for the field traffic supervisor.

3.0 The contractor shall exercise reasonable care in the handling of the equipment during the removal and transportation. Should any of the equipment be damaged by the contractor's negligence, it shall be replaced at the contractor's expense. The contractor shall dispose of any other equipment. Delivery shall be within 2 working days of removal. All items returned shall be tagged with the date removed, project number and location/intersection.

4.0 Basis of Payment. Payment for removal, handling and transportation of all equipment specified shall be considered completely covered by the contract unit price for 202-20.10, Removal of Improvements, per lump sum.

Job No: J413125 J413127
Route: I-70 I-29
County: Jackson Jackson

L. GUARDRAIL GRADING REQUIREMENTS JSP-17-02B

1.0 Description. Guardrail installation and grading shall be in accordance with Missouri Standard Specifications for Highway Construction, Missouri Standard Plans for Highway Construction, and as described herein.

2.0 Construction Requirements. When guardrail and/or end treatment removal and replacement requires grading of the shoulder and/or slopes, Section 606.3.1(b), (c), and 606.3.1.1 of the Missouri Standard Specifications shall be waived and the following shall apply:

a) Along roadways and shoulders, remove no more guardrail than can be reconstructed within seven (7) calendar days, including weekends and holidays. The seven day counting period shall start when the first piece of safety hardware is removed.

b) The active work zone area that encompasses the guardrail and/or end treatment reconstruction, shall not exceed one (1) mile in length. The contractor shall be required to provide and maintain approved channelizing devices adjacent to the reconstruction area.

c) Only one-side of the roadway shall be worked on at the same time. Divided facilities shall be limited to work on one-side of each direction at the same time.

d) When the removal of any existing safety hardware device exposes non-breakaway obstacles, the reconstruction of the safety hardware device protecting the obstacle shall be replaced within 48 hours of removal or an approved temporary crashworthy device shall be provided, installed and maintained at the contractor's expense until the non-breakaway obstacle is permanently protected. The 48 hour counting period shall start when the first piece of safety hardware is removed.

e) Areas where guardrail and/or end treatments have been removed, but not yet replaced, shall be delineated in accordance with plans or as directed by the Engineer.

3.0 Non-Compliance. Non-compliance with this provision shall result in the immediate suspension of work in accordance with Sec 105.1.2. No work, including but not limited to additional guardrail removal and grading, shall be allowed to proceed except for work necessary to restore guardrail installation.

4.0 Basis of Payment. No direct payment will be made for compliance with this provision. Guardrail items, grading, and temporary traffic control devices will be paid for as provided in the contract.

M. REMOVAL AND DELIVERY OF EXISTING SIGNS JSP-12-01B

1.0 Description. All Commission-owned signs removed from the project shall remain the property of the Commission and shall be disassembled and delivered as specified herein.

2.0 Disassembly and Delivery. All Commission-owned signs, not to include abandoned billboard signs, designated for removal in the plans, and any other signs designated by the engineer, shall be removed by the contractor and delivered to the address below. The

Job No: J413125 J413127
Route: I-70 I-29
County: Jackson Jackson

contractor shall call the phone number listed below 48 hours prior to delivery and make arrangements for delivery during normal business hours.

Telisa Anderson
3050 NE Independence Ave
Lee's Summit, MO 64065
Phone: 816-622-0505

2.1 Signs shall be removed from sign supports and structures prior to delivery. Sign supports and structures shall become the property of the Contractor and removed from the project. Any oversized sign panels shall be disassembled or cut into widths of 8-feet or less with no restriction on length. Signs shall be stacked neatly in bins provided by MoDOT at the delivery site.

3.0 Basis of Payment. All costs associated with removing, disassembling, storing, and transporting 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.

N. ADA Compliance and Final Acceptance of Constructed Facilities JSP-10-01A

1.0 Description. The contractor shall comply with all laws pertaining to the Americans with Disabilities Act (ADA) during construction of pedestrian facilities on public rights of way for this project. An ADA Checklist is provided herein to be utilized by the contractor for verifying compliance with the ADA law. The contractor is expected to familiarize himself with the plans involving pedestrian facilities and the ADA Post Construction Checklist prior to performing the work.

2.0 ADA Checklist. The contractor can locate the ADA Checklist form on the Missouri Department of Transportation website:

www.modot.mo.gov/business/contractor_resources/forms.htm

2.1 The ADA Checklist is intended to be a helpful tool for the contractor to use during the construction of the pedestrian facilities and a basis for the commission's acceptance of work. Prior to work being performed, the contractor shall bring to the engineer's attention any planned work that is in conflict with the design or with the requirement shown in the checklist. Situations may arise where the checklist may not fully address all requirements needed to construct a facility to the full requirements of current ADA law. In those situations, the contractor shall propose a solution to the engineer that is compliant with current ADA law using the following hierarchy of resources: 2010 ADA Standards for Accessible Design, Draft Public Rights of Way Accessibility Guidelines (PROWAG) dated November 23, 2005, MoDOT's Engineering Policy Guidelines (EPG), or a solution approved by the U.S. Access Board.

2.2 It is encouraged that the contractor monitor the completed sections of the newly constructed pedestrian facilities in attempts to minimize negative impacts that his equipment, subcontractors or general public may have on the work. Completed facilities must comply with the requirements of ADA and the ADA Checklist or have documented reasons for the non-complaint items to remain.

3.0 Coordination of Construction.

Job No: J413125 J413127
Route: I-70 I-29
County: Jackson Jackson

3.1 Prior to construction and/or closure on an existing pedestrian path of travel, the contractor shall submit a schedule of work to be constructed, which includes location of work performed, the duration of time the contractor expects to impact the facility and an accessible signed pedestrian detour compliant with MUTCD Section 6D that will be used during each stage of construction. This plan shall be submitted to the engineer for review and approval at or prior to the pre-construction conference. Accessible signed detours shall be in place prior to any work being performed that has the effect of closing an existing pedestrian travel way.

3.2 When consultant survey is included in the contract, the contractor shall use their survey crews to verify that the intended design can be constructed to the full requirements as established in the 2010 ADA Standards. When 2010 ADA Standards do not give sufficient information to construct the contract work, the contractor shall refer to the PROWAG.

3.3 When consultant survey is not included in the contract, the contractor shall coordinate with the engineer, prior to construction, to determine if additional survey will be required to confirm the designs constructability.

4.0 Final Acceptance of Work. The contractor shall provide the completed ADA Checklist to the engineer at the semi-final inspection. ADA improvements require final inspection and compliance with the ADA requirements and the ADA Checklist. Each item listed in the checklist must receive either a "YES" or an "N/A" score. Any item receiving a "NO" will be deemed non-compliant and shall be corrected at the contractor's expense unless deemed otherwise by the engineer. Documentation must be provided about the location of any non-complaint items that are allowed to remain at the end of the construction project. Specific details of the non-complaint items, the ADA requirement that the work was not able to comply with, and the specific reasons that justify the exception are to be included with the completed ADA Checklist provided to the engineer.

4.1 Slope and grade measurements shall be made using a properly calibrated, 2 foot long, electronic digital level approved by the engineer.

5.0 Basis of Payment. The contractor will receive full pay of the contract unit cost for all sidewalk, ramp, curb ramp, median, island, approach work, cross walk striping, APS buttons, pedestrian heads, detectible warning systems and temporary traffic control measures that are completed during the current estimate period as approved by the engineer. Based upon completion of the ADA Checklist, the contractor shall complete any necessary adjustments to items deemed non-compliant as directed by the engineer.

5.1 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.

O. ACCESSIBLE PEDESTRIAN SIGNALS (PUSHBUTTONS)

1.0 General. Furnish weatherproof, vandal resistant Accessible Pedestrian Signals (Pushbuttons) that are secure from electrical shock to the user and conform to the following:

- A. Manual on Uniform Traffic Control Devices (MUTCD) Chapter 4E.
- B. PROWAG 2007 R306.

Job No: J413125 J413127
Route: I-70 I-29
County: Jackson Jackson

2.0 Materials. The items furnished and installed under this contract shall be new and the latest product in production for commercial trade, and shall be of the highest quality as to materials used and workmanship. Manufacturer(s) furnishing these items shall be experienced in design and construction of such items and shall furnish evidence of having supplied similar items which have been in successful operation. The bidder shall be an established supplier of the items bid.

Service information shall be furnished consisting of schematics, parts locators, parts lists and trouble-shooting guide.

3.0 System Operations Requirements.

3.1 Shall have confirmation of button activation (Push) via latching LED, sound, and vibrotactile bounce.

3.2 Shall have a standard locating tone with a nominal duration of 0.15 seconds repeated at 1 second intervals which automatically adjusts to ambient background noise.

3.3 Shall be able to program the device to broadcast a beaconing tone during the pedestrian clearance phase.

3.4 Shall broadcast a percussive tone which consists of multiple frequencies with dominant component at 880Hz or broadcast a standard voice message during the walk interval.

3.5 Shall have a Vibrating button during the walk interval.

3.6 Shall be capable of a standard locating tone, custom sound, or verbal count down during the pedestrian clearance phase.

3.7 Shall support custom voice messages, tones and sounds.

3.8 Shall support up to two (2) languages for speech messages.

3.9 Shall have all sounds adjust automatically to ambient noise levels up to a maximum volume of 100dBA.

3.10 Shall have minimum and maximum levels independently set for all audible features on each button.

3.11 Shall have all sounds emitted by the APS at an intersection synchronized.

3.11.1 Push button locate tones are exempt from this requirement.

3.12 May provide the capability that an extended button push can turn on, boost and /or mute all sounds except those on activated crosswalk.

3.13 Shall provide for emergency messages.

3.14 The tone or voice message shall be provided during the walk display as indicated on the plans or as directed by the Traffic Engineer.

3.15 The bolt pattern of the push button station shall be compatible with older push buttons.

4.0 Mechanical Requirements Push Button Station.

4.1 Shall have a housing constructed of aluminum.

4.2 Actuator shall be of the pressure-activated type with essentially no moving parts.

4.3 Shall be black in color, shaped to fit the curvature of the post to which it is attached and shall provide a rigid installation.

4.4 Actuator shall be a minimum of 2 inches in diameter, raised, contrast visually with the housing, and be made of brass or corrosion-resistant metal alloy or non-metallic material.

4.5 Tactile arrows shall be located on the pushbutton, have high visual contrast, shall be aligned parallel to the direction of travel and be made of brass or corrosion-resistant metal alloy or non-metallic material.

4.6 Maximum force of 3.5 pounds shall be required to activate the switch.

4.7 Shall have a solid state, piezo type switch rated at a minimum of 20 million actuations.

5.0 Environmental Requirements Push Button Station.

5.1 Shall be fully operational between -30° F to +165°F (-34° C to +74° C).

5.2 Shall not allow ice to form such to impede the operation of the button.

5.3 Shall have a weatherproof speaker.

5.4 Shall have been field tested in a traffic signal application for a period of at least one (1) Year.

6.0 Electrical Requirements Push Button Station.

6.1 Shall operate at a voltage no greater than 24 volts.

6.2 Shall require only 2 wires to connect to the traffic signal cabinet.

7.0 Pedestrian Information Sign.

7.1 Shall have a pedestrian information sign that is integral to the Pedestrian Push Button Station.

7.2 Shall be 9"x15" R10-3e.

7.3 Shall be in accordance with the latest edition of the Manual on Uniform Traffic Control Devices for Streets and Highways (MUTCD) and the Standard Highway Signs and Markings publication.

7.4 Shall be fabricated in accordance with all applicable sections of MoDOT's Standard Specifications for Construction and Standard Plans.

Job No: J413125 J413127
Route: I-70 I-29
County: Jackson Jackson

7.5 Shall use flat sheet SH sheeting

8.0 Interface Connection Panel.

8.1 Shall have an interface panel located in the traffic signal cabinet for connecting external APS button connecting wires to the traffic signal cabinet.

9.0 Method of Measurement.

9.1 This item will be measured per each for bid Item No. 902-99.02, "Accessible Pedestrian Signals (Pushbuttons)" and per square foot for Item No. 902-08.33, "SH-Flat Sheet, Signal Sign".

10.0 Basis of Payment.

10.1 The work performed and materials furnished in accordance with this item and measured as provided under "Measurement" will be paid at the unit price bid for 902-99.02, "Accessible Pedestrian Signals (Pushbuttons)", per each and 902-08.33 SH-Flat Sheet, per square foot. This price shall be full compensation for furnishing, assembling, and installing the Accessible Pedestrian Signal (Pushbutton), and for all mounting attachments, labor, tools, equipment, and incidentals necessary to complete the work.

P. ADA COMPLIANT MOVEABLE BARRICADE

1.0 Description. This work shall consist of providing moveable barricades to satisfy the requirements of the pedestrian traffic control plans as shown in the bidding documents. The contractor will be responsible for moving the pedestrian barricades to coincide with their planned order of work.

2.0 Construction Requirements. The contractor shall use a movable barricade that meets the requirements as established by the ADA. The pedestrian barricades shall be of self-supporting type having a minimum length of 6 feet per unit. The face of the barricade shall not extend into adjacent sidewalk considered open for pedestrian use. The contractor will be responsible for setting and maintaining the pedestrian barricades until all of the proposed improvements have been constructed.

3.0 Method of Measurement. Measurement for ADA Compliant Moveable Barricade will be made per each for each 6 feet (min.) unit provided.

5.0 Basis of Payment. Payment for all work necessary to fulfill the requirements noted above shall be considered completely covered in the contract unit price for Pay Item No. 616-99.02, ADA Compliant Moveable Barricade, per each. No direct payment will be made for any necessary relocation of the ADA compliant barricade.

Q. ADA CURB RAMPS

1.0 Description. This work shall consist of constructing new concrete curb ramps and island cut-throughs that are compliant with current Americans with Disabilities Act (ADA) and MoDOT

Job No: J413125 J413127
Route: I-70 I-29
County: Jackson Jackson

guidelines at locations shown on the plans and as directed by the engineer. Providing work zone protections for pedestrians will be a primary component of this project. Specifically, this work shall consist of providing pedestrian detours, including all necessary designing of specific detour routes, placing of signing, barricades, and channelizing. Nothing in this provision shall be construed to limit contractor innovation in mitigating pedestrian traffic impacts. All revisions shall be submitted to the engineer in writing 3 days prior to approval

1.1 The contractor shall assure that the persons establishing the grades of the ADA facilities have a copy of ADA related provisions at hand for reference. If it is found that written provisions for ADA facilities are not at hand, the engineer may cause ADA work to be ceased until a copy arrives.

2.0 Construction Requirements. Except as noted herein, all applicable provisions in Sec 608 for construction of curb ramps shall apply. Items and materials used for pedestrian traffic control shall be in accordance with Section 616 of the Missouri Standard Specifications for Highway Construction of the version current at the time of the bid opening, as applicable. Materials used to provide access over or around obstacles shall be in accordance with the Section applicable. The detour routes shall have equal or better accessibility than that existing in the construction location and shall be approved by the engineer.

2.1 The area to be removed and/or constructed under this provision includes the entire curb ramp, flares, landing pads, truncated domes, sidewalk, and any curbs, including variable height curbs.

2.1.1 Asphalt wedging may be necessary to make ADA facilities compliant or/and to drain storm water properly. The contractor shall establish the grade of the flow line of the gutter before establishing the grades of ADA facilities. Running or standing storm water shall not be pushed out into the roadway by the asphalt wedging where it may be splashed on pedestrians by passing vehicles or cause a hydroplaning hazard. The asphalt wedge shall be a minimum of 1.75 inches thick and the edges of the wedge shall be at a smooth milled butt joint. The contractor shall use an approved BP-1 mix for all wedging, unless otherwise specified elsewhere in the contract. Wedging is included in the work of ADA Curb Ramps. If wedging is needed at a corner without any other ADA work, it will be found as a separate line item in this contract.

2.2 Recommendations for the design type of each curb ramp to be built on this project are shown on the plans. These curb ramps may vary from the original design in size, shape, and location as necessary to comply with ADA laws. It is the contractor's responsibility to inspect locations in the field before bidding to verify quantities needed to satisfy this provision.

2.2.1 ADA provides some exceptions to ramp slope where space limitations exist. The apparent construction limits shown on the plans are not considered a space limitation. The use of these exceptions will not be considered by the engineer unless the length needed for compliance goes beyond 10 additional feet as shown as the plans are interpreted by the engineer. The contractor shall not place any ADA exceptions without consulting the engineer on a case by case basis.

2.3 Work Area Safety. The contractor shall maintain a work area that is safe for pedestrians. The areas adjacent to the contractor's physical work site shall also be maintained as needed to provide access to adjoining properties, regardless of whether a detour route is in place. All holes shall be covered with secured plywood or steel plates, and the work area walkways shall

Job No: J413125 J413127
Route: I-70 I-29
County: Jackson Jackson

be free of trip hazards, loose debris, vehicles, materials, and equipment when the contractor is not in the work area. A 3 foot minimum path shall be maintained on any used-in-place walkway needed for access. The contractor shall not be permitted to park on any walkway solely to avoid the need for a lane closure. Items for lane closures are provided in the plans and quantities. The contractor shall fence in his work area to provide no access to the general public during the construction of the project.

2.4 Prosecution of Work. The contractor shall have all necessary personnel, equipment, and materials at hand for all work at each location before the work begins so that work may proceed without delay. Curb ramp work on each street corner shall be completed 84 hours after work begins on that corner, including adjusting pull boxes, placing sod, placing curb, or any other incidental work. The contractor shall be allowed to work at no more than two corners of an intersection at any time, regardless of the amount of work at each intersection.

2.4.1 Pedestrian Detours. The contractor may exempt themselves from the above 84 hour provision by providing and maintaining a signed pedestrian detour at their own cost on a route with equal or better ADA accessibility than the closed pathway, if such routes exist. Since MoDOT may not own the right-of-way of the detour path, the contractor shall ascertain that the detour route will remain open during its planned use as a detour. The contractor shall inform the engineer of their plans to use a detour not less than three weeks before it is set up.

2.4.2 Detour Locations. Pedestrian detours are to cross the street or go around the block where facilities exist. It may be possible to provide one detour for more than one corner/work location; the quantity for pedestrian detours will be based on the number of work locations needing detours and not on the number of detours actually used. The detour routes shall have equal or better accessibility than existing in the construction location and shall be approved by the engineer. Detours may also use roadway shoulders with sufficient width to provide for pedestrians, and the traffic control to protect them, and where parking is not allowed, provided drainage structures are not a hazard.

At locations where an pedestrian detour is not feasible, the contractor has the option of staging work to maintain a 3' minimum pathway, providing a temporary pathway (3' minimum width) that does not reduce the number of through lanes of the roadway, or providing a full closure with signs for a maximum of 84 hours to reopen the walkway to pedestrian traffic in its final configuration. Locations for full closure shall be submitted to the engineer in writing 2 weeks prior to beginning work, and signs shall be placed announcing the closure 1 week before work begins.

2.5 Liquidated Damages. If work associated with curb ramp modification begins, but is not complete and open to pedestrian traffic within **84 hours** of commencement, 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, and pedestrian 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 hour** of delay that closes a walkway in excess of 84 hours. The contractor's superintendent and the engineer shall be on site at the time of any closures and shall both record an agreed time when the walkway was closed. It shall be the responsibility of the engineer to determine the quantity of excess closure time.

Job No: J413125 J413127
Route: I-70 I-29
County: Jackson Jackson

2.5.1 The said liquidated damages specified will be assessed regardless if whether it would otherwise be charged as liquidated damages under the Missouri Standard Specification for Highway Construction. There shall be no permitted excuse for delay of the work, including weather.

2.6 The curb ramps to be modified per this provision vary in size. It is the contractor's responsibility to verify actual quantities needed to satisfy this provision.

2.7 The truncated domes shall come from Pre-Qualified List FS-1067 Table 1.

3.0 Method of Measurement. Final measurement will not be made except for authorized changes during construction or where appreciable errors are found in the contract quantity. The revision or correction will be computed and added to or deducted from the contract quantity.

4.0 Basis of Payment. The accepted quantity of ADA compliant curb ramps will be paid at the contract unit price for:

Item 608-99.02	ADA Curb Ramp	Each
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No direct payment will be made for any excavating or preparing of the subgrade, furnishing or installing reinforcement, any incidental work required for furnishing and installing tie bars, tinting of concrete surface as required in the plans, truncated domes, sod or seeding, asphalt wedging required to transition the new ramp to existing pavement, warping sidewalk to meet existing sidewalk sections, relocating or resetting granite curb, relocating existing pedestrian push buttons on signal poles, the removal and replacement of existing curb/curb and gutter, the removal of existing concrete slabs, or other work necessary in the satisfactory completion of this provision.

R. HIGH FRICTION SURFACE TREATMENT

1.0 Description. This work shall consist of furnishing and placing a High Friction Surface Treatment (HFST) on asphalt or concrete pavement.

1.1 The HFST shall be comprised of surface preparation and a minimum of a single layer using a Binder Resin System which holds a surface applied aggregate firmly in place. The Binder Resin System shall include Polymeric or Methl Methacrylate (MMA) Resins.

2.0 Material.

2.1.1 Resin Binder System. Resin Binder Systems shall be recommended by the manufacturer as suitable for use on the intended pavement surface and for the potential range of atmospheric exposure.

2.1.2 The contractor shall furnish and install a Resin Binder System that meets the criteria in (AASHTO PP 79-14 Table 1):

Table 1 - Resin Binder System			
Property	Test Method	Requirements	
		Polymeric Resin	MMA
Ultimate Tensile Strength	AASHTO M-235	2500-5000 psi	1500-5000 psi
Elongation at break point	AASHTO M-235	30-70%	30-70%
Compressive Strength	ASTM C 579	1000 psi min. at 3 hours 5000 psi min. at 7 days	1000 psi min. at 3 hours 2000 psi min. at 7 days
Water Absorption	AASHTO M-235	1% max.	1% max.
Durometer Hardness (Shore D)	ASTM D-2240	60-80	40-75
Viscosity	ASTM D-2556	Class C: 7-30 poises	Class C: 12-20 poises
Gel Time	AASHTO M-235	Class C: 10 minutes min.	Class C: 10 minutes min.
Cure Rate (Dry through time)	ASTM D-1640	3 hrs. max.	3 hrs. max.
Adhesive Strength at 24 hours	ASTM D 4541	250 psi min. or 100% substrate failure	250 psi min. or 100% substrate failure

2.1.3 Independent laboratory reports per formulation shall be provided, documenting that the resin binder meets the requirements of this specification. A sample of the resin binder or components lot/batch shall be supplied upon request.

2.1.4 At the request of the engineer, the manufacturer of the Resin Binder System shall certify that the Resin Binder System meets the requirements of this specification. Such certification shall consist of either a copy of the manufacturer’s test report or a statement by the manufacturer, accompanied by a copy of the current test results, that the Resin Binder System has been sampled and tested. Such certification shall indicate the date of testing and shall be signed by the manufacturer.

2.2.1 Aggregate. The contractor shall furnish and install a high friction aggregate that is clean, dry and free from deleterious material. The high friction aggregate shall be Calcined Bauxite for this project.

2.2.2 The calcined bauxite aggregate shall meet the criteria in Table 2:

Table 2 - Calcined Bauxite Aggregate		
Property	Test Method	Requirement
Resistance to Degradation	AASHTO T-96	20% max.
Aggregate Grading	AASHTO T-27	No. 4 Percent Passing 100% min. No. 6 Percent Passing 95% min. No. 16 Percent Passing 5% max.
Moisture Content	AASHTO T-255	0.2% max.
Aluminum Oxide	ASTM C-25	87% min.

2.2.3 All aggregates shall be furnished in appropriate packaging that is clearly labeled and protects the aggregate from any contaminants on the jobsite and from exposure to rain or other moisture.

2.2.4 At the request of the engineer, the manufacturer of the aggregate shall certify that the aggregate meets the requirements of this specification. Such certification shall consist of either a copy of the manufacturer’s report or a statement by the manufacturer, accompanied by a copy of the current test results, that the aggregate has been sampled and tested. Such certification shall indicate the date of testing and shall be signed by the manufacturer.

2.2.5 Test methods should be in accordance with AASHTO PP 79-14.

3.0 Construction Requirements. A manufacturer’s representative of the Resin Binder System shall be present at the jobsite during all construction operations relating to the preparation and placement of the HFST. All construction operations relating to the HFST shall meet the recommendations of the manufacturer’s representative. Final approval of all HFST placement operations will be given by the engineer.

3.1 Weather Limitations. Resin Binder system shall not be placed on any wet surface or when the ambient temperature or the temperature of the pavement is above or below the manufacturer’s recommendations or when the anticipated weather conditions would prevent the proper application of the surface treatment as directed by the manufacturer’s representative. Temperatures shall be obtained in accordance with MoDOT Test Method TM 20.

3.2 Surface Preparations. The surface shall be thoroughly cleaned immediately prior to installation of the HFST. The surface shall be clean, dry and free of all dust, oil, debris and any other material that might interfere with the bond between the resin binder material and the existing surface as recommended by the manufacturer’s representative.

3.2.1 Asphalt Pavement. Clean asphalt pavement surfaces using mechanical sweepers and high pressure air wash with sufficient oil traps. Mechanically sweep all surfaces to remove dirt, loose aggregate, debris, and deleterious material. Vacuum sweep or air wash using a minimum of 180 cfm of clean and dry compressed air, all surfaces to remove all dust, debris, and deleterious material. HFST shall not be applied to newly placed asphalt pavement surfaces that are less than 30 days old.

3.2.2 Concrete Pavement. Clean concrete pavement surfaces by shot blasting and vacuum sweeping. Shot blast all surfaces to remove all curing compounds, loosely bonded mortar, surface carbonation, and deleterious material. The prepared surface shall comply with the

Job No: J413125 J413127
Route: I-70 I-29
County: Jackson Jackson

International Concrete Repair Institute (ICRI) standard for surface roughness CSP 5. After shot blasting, vacuum sweep or air wash, with a minimum of 180 cfm of clean and dry compressed air, all surfaces to remove all dust, debris, and deleterious material.

3.2.3 All existing edge line pavement markings that are adjacent to the HFST location shall be covered and protected as approved by the engineer prior to performing surface preparation. HFST shall not be placed over existing pavement markings or rumble strips. Lane line pavement markings that conflict with the HFST installation shall be removed by methods approved by the manufacturer's representative. Any existing edge line pavement markings that are damaged during the HFST application process shall be replaced at the contractor's expense.

3.3 HFST shall be allowed to cure for the minimum duration as recommended by the binder component supplier's specifications and during that time the application area shall be closed to all vehicles and contractor's equipment traffic. After placement and cure of the HFST, the contractor shall test the finished surface in accordance with ASTM D7234 to detect unbonded areas.

3.4 Excess and loose aggregate shall be removed from the traveled way and shoulders in such a way that the HFST is not damaged or disturbed. Excess aggregate that can be reused shall be reclaimed by a vacuum sweeper. The recovered aggregate shall be clean, uncontaminated and dry, if it is to be re-used in the HFST application. All reclaimed aggregate must be in conformance with the requirements in Section 2.0. Material.

3.5 Utilities, drainage structures, curbs and any other structures within or adjacent to the treatment location shall be protected against the application of the HFST materials.

3.6 Surface Friction Test. The surface friction of the completed HFST shall meet a minimum requirement of 65 FN40R from the ASTM E274 test. MoDOT will perform this test, at the expense of the Commission, within 7 calendar days after completion of the HFST. In order to allow for adequate scheduling time for the surface friction test, the contractor shall provide an anticipated completion date of the HFST for each segment of roadway being treated in this contract. The contractor shall provide this date(s) to the engineer a minimum of two weeks prior to any anticipated completion date of the HFST.

3.6.1 Any surface that fails to conform to the above friction requirement must be removed and replaced at the contractor's expense within 24 hours after being notified by the engineer.

4.0 Application Methods. HFST shall be applied in accordance with the manufacturer's recommendations. The HFST can be applied by either mechanical or manual techniques.

4.1 The Resin Binder System shall be blended and mixed in the ratio per the manufacturer's specification (+/- 2% by volume) and shall be continuously applied once blended.

4.1.1 The Resin Binder System shall be applied at a uniform thickness of 50-65 mils (25-32 square feet per gallon). Coverage rate is based upon expected variances in the surface profile of the pavement.

4.1.2 The operation shall proceed in such a manner that will not allow the mixed material to separate, cure, dry, be exposed or otherwise harden in such a way as to impair retention and bonding of the high friction aggregate.

Job No: J413125 J413127
Route: I-70 I-29
County: Jackson Jackson

4.1.3 The high friction aggregate shall be immediately applied at a rate of 12-15 pounds per square yard (achieving saturation) in such a manner that there is no disruption to the leveled binder. It is the responsibility of the contractor to ensure full embedment of the high friction aggregate.

4.1.4 Wet spots shall be covered with the high friction aggregate prior to the gelling of the Resin Binder System.

4.1.5 Walking, standing on, or any form of contact or contamination with the wet uncured Resin Binder System without spiked shoes as approved by the engineer, prior to application of the aggregate, will result in that section of Resin Binder System being removed and replaced at the contractor's expense.

4.1.6 Applications on high speed highways such as interstate, interstate ramps, and bridge decks will require additional sweeping three days after the initial installation is completed to remove excess and loose aggregate from the traveled way and shoulders.

5.0 Method of Measurement. Final measurement of the completed HFST will not be made except for authorized changes during construction, or where appreciable errors are found in the contract quantity. When required, measurement of HFST, complete in place, will be made to the nearest square yard. The revisions or correction will be computed and added to or deducted from the contract quantity.

6.0 Basis of Payment. The accepted quantity of HFST, in place, will be paid for at the contract unit price bid for Item No. 413-99.05 "High Friction Surface Treatment-Bauxite". The contract price per square yard of HFST shall include full compensation for all labor, materials, tools, equipment, testing and incidental items necessary to complete the described work.

S. LINEAR GRADING FOR SIDEWALKS

1.0 Description. This work shall consist of grading work necessary to bring the sidewalk to the required grade and cross section within reasonable tolerances. It shall also include the following:

- (a) Grading to construct green space, sidewalks, and ramps.

2.0 Construction Requirements. The sidewalk shall be brought to the required grade and cross sections within tolerances by backsloping, ditching, removing stone and boulders from the subgrade surface, or any other work necessary, including hauling and or disposal of any excavated material.

2.1 Bituminous material, stumps, roots, rubbish or any other deleterious material shall not be placed in embankments. Where an embankment less than 2 feet high is to be constructed, all vegetative matter shall be cut and removed from the surface upon which the embankment is to be placed. The cut-over surface shall be thoroughly broken. All ditches including inlet and outlet ditches shall be cut to grades that will properly drain.

2.2 Shape existing slopes to construct new sidewalks as directed by the engineer.

Job No: J413125 J413127
Route: I-70 I-29
County: Jackson Jackson

3.0 Method of Measurement. Measurement of Linear Grading for Sidewalks will be made to the nearest 1/10 station.

4.0 Basis of Payment. The accepted quantity of linear grading for sidewalks will be paid for at the contract unit price for Item 207-99.09, Linear Grading for Sidewalks, per station.

T. RELOCATION OF EXISTING SIGN ASSEMBLIES

1.0 Description. This work consists of removing and relocating existing sign assemblies impacted by construction.

1.1 This provision is in addition to the requirements of the temporary relocation of existing signs and markers under Section 104.10.2 Signs and Markers.

2.0 Storage and Maintenance. The existing sign assemblies, posts and hardware that are to be relocated shall be maintained in accordance with Section 104.10.2, as shown on the plans or as directed by the engineer and it shall be the responsibility of the contractor to properly store and maintain them in good condition until it is time to re-install the signs.

2.2 The contractor shall exercise reasonable care in handling the sign assemblies and materials during removal and transportation. Should any of the signs be damaged by the contractor's negligence, they shall be replaced at the contractor's expense.

2.3 The contractor shall reinstall existing sign assemblies after the work is completed in the area that relocation is required. Sign assemblies to be reinstalled shall match their existing location or be relocated as shown in the plans or as directed by the engineer. Relocated sign assemblies shall be reinstalled, on new posts, with a new post base and breakaway assembly, in accordance with section 903.

2.0 Basis of Payment. Payment will be made at the contract unit price for bid item number 903-99.02, Relocation of Existing Sign Assemblies, per each. Payment shall constitute full compensation for all labor, materials and equipment necessary to complete this item of work. No direct payment shall be made for new posts, post bases, backing bars, breakaway assemblies, movable supports, frames, temporary sign supports, transportation or storage for relocation of existing sign assemblies.

U. DROP INLET CLEANOUT

1.0 Description. This work shall consist of cleaning out the drop inlets. Drop inlets may be cleaned out by hand, mechanical, water, or other approved method. The chosen method of drop inlet cleanout shall be approved by the engineer.

2.0 Requirements. The contractor shall be required to contain any sedimentation and/or potential pollutants and prevent them from flowing into receiving streams, rivers, or downstream storm drainage. Sediment materials collected shall be disposed of, by the contractor, in a manner so as not to damage or pollute any adjacent or downstream property.

3.0 Method of Measurement. Drop inlet cleanout shall be measured per each.

Job No: J413125 J413127
Route: I-70 I-29
County: Jackson Jackson

4.0 Basis of Payment. Drop inlet cleanout shall be paid under the contract Item Number 731-99.02, Drop Inlet Cleanout, per each. The Drop Inlet Cleanout pay item shall include all material, equipment, dispose of flushed sediment, trash, or other pollutants, labor and any other incidental work associated with the drop inlet cleanout.

V. AIRPORT REQUIREMENTS JSP-15-09

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

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

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

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

2.0 The maximum height of the improvement and the equipment operating while performing the improvements was assumed to be 17 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.

W. ADJUSTING BASIN OR INLET

1.0 Description . Adjusting Basin or Inlet shall consist of removing approximately the top one-foot of an existing inlet and the surrounding pavement and curb, constructing a concrete apron with appropriate dimensions to hold the new frame and grates, constructing new curb, cleaning any debris from the inlet, installing the new frame and grates and all incidental work necessary to complete the repair. All curb inlet tops, manhole covers and grates that are located in sidewalk shall be ADA compliant.

2.0 Basis of Payment. All labor, equipment and materials, including, but not limited to dowel bars, grouting, drilling, cutting, saw cuts and concrete pavement are to be included in the cost

Job No: J413125 J413127
Route: I-70 I-29
County: Jackson Jackson

for bid item 604-20.20, Adjusting Basin or Inlet, per each. Separate payment will be made for the following item numbers:

202-20.10 Removal of Improvements, per Lump Sum
609-10.10 Concrete Curb (6", Height and Under), per Linear Feet
614-11.21 Curved Vane Grate and Frame (4 Ft. X 2 Ft.), per Each
731-99.02, Drop Inlet Cleanout, per Each

X. MODOT'S CONSTRUCTION WORKFORCE PROGRAM

1.0 Description.

1.1 Projects utilizing federal funds include contract provisions for minority and female workforce utilization in the various trade crafts used to complete construction contracts. These federal contract workforce goals are described in the section labeled "Notice of Requirement for Affirmative Action to Ensure Equal Employment Opportunity". These goals are included in all MoDOT federal aid contracts and are under the authorization and enforcement of the U.S. Department of Labor (US DOL).

1.2 The Federal workforce requirement (Goals – TABLE 1) is authorized in 41 CFR Part 60-4 and Executive Order 11246 which set Equal Employment Opportunity goals with Affirmative Action requirements.

1.3 The required federal aid workforce provisions noted above, coupled with the following additional contract provisions, constitute MoDOT's Construction Workforce Program herein called Program.

1.4 This provision does not require pre-qualification nor is it a condition of award.

1.5 The Program does not eliminate or limit any actions the US DOL may take in relation to this contract's federal provisions.

1.6 The Program goals included in the contract are separate from any Disadvantaged Business Enterprise (DBE) or On-The-Job (OJT) training provision that may be included as contract provisions. DBE and OJT goals may or may not be included in a contract based on the individual size of contracts, type of contract work, anticipated length of contract, available and willing resources or other reasons.

1.7 Contractor, for the purpose of this provision, means the prime contractor and any and all subcontractors.

1.8 It is expected that the contractor recognizes the construction workforce goals for both minority and female workers in the project's county and make efforts to attain those goals, if possible, through the existing workforce makeup of the prime (including subcontractors) that will be on the project and/or through hiring opportunities that may arise for the project. However, it is not the intent of this provision to compel any contractor to displace existing workforce or move workers around to just meet the workforce goals.

1.9 If the contractor's existing Missouri construction workforce meets or exceeds the federal workforce goals established in Table 1, then the OJT goal (Training Provision) if included in the contract, does not be apply.

Job No: J413125 J413127
Route: I-70 I-29
County: Jackson Jackson

1.10 Contractor's Workforce Plan. The Contractor shall submit its Workforce Plan a minimum of 1 week before construction starts. One plan shall be submitted for the project that shall include the cumulative planned workforce of the prime and subcontractor(s). The contractor shall prepare the plan, for total minority and female utilization, regardless of the craft. The Engineer will provide the Contractor with comments regarding their Workforce Plan prior to the start of construction. Once work starts, all monthly reporting shall include the craft of each worker reported. If the contractor's plan includes project manager, direct project support roles, project testers or other project professionals, these designations should also be included in addition to the workers designated by craft such as laborer, operator, carpenter, ironworker and others.

1.11 The plan accepted by the engineer before the start of construction will be the effort expected of the prime contractor to maintain during the life of the project.

1.12 If the contractors planned project workforce plan (including OJT hours if included in the contract) is short of the goals included in Table 1, there is opportunity for the contractor to receive a reimbursement of \$10.00 / hour for any new project minority and female hires needed through the remainder of the project. The reimbursement is applicable to work that qualifies for prevailing wage under the federal Davis-Bacon Act, 40 U.S.C. §§ 3141–3148, in accordance with an approved workforce plan. Any reimbursement must be pre-approved by the Engineer. The reimbursement is provided as a remedy to the contractor and as an aid in the long-term growth of experienced persons in the building of roads and bridges in Missouri. The contractor shall manage the plan through the life of the project as described in the plan or as modified, in coordination with the Engineer. The total amount available per project is not capped.

1.13 The Contractor's workforce plan may include existing construction support and professional services staff.

2.0 Forms and Documentation. The bidder must submit the following documents if awarded the contract:

Cumulative Workforce Utilization Reports. This report is contract specific. One report shall be submitted to the Engineer by the 15th of each month. The report will be used to report the total workforce compliance data for the prime contractor and all subcontractors retained by the contractor on the Commission's construction contract. The reporting shall include the workforce hours per each craft broken down by gender and ethnicity. Construction Support, testing and other professional services hours shall be included as these hours are part of the overall plan. The report will include the previous month's hours worked for the project. For projects less than 60 days in length, only one report with total hours worked by classification is required at substantial completion of construction.

3.0 Methods for Securing Workforce Participation and Good Faith Efforts.

3.1 By submitting a bid, the Bidder agrees, as a material term of the contract, to carry out MoDOT's Construction Workforce Program by making good-faith efforts to utilize minority and female workers on the contractor's job sites to the fullest extent consistent with submitting the lowest bid to MoDOT. The Bidder shall agree that the Program is incorporated into this document and agree to follow the Program. If a bidder is unable to meet the workforce goals at the time of bid, it shall be required to objectively demonstrate to MoDOT that the goals have been met or demonstrate a good faith effort has been made with the level of effort submitted

Job No: J413125 J413127
Route: I-70 I-29
County: Jackson Jackson

prior to the start of construction.

3.2 The Engineer, through consultation with MoDOT's External Civil Rights (ECR's) Division, may determine that the contractor has demonstrated that good-faith efforts to secure minority and female participation have been made.

3.3 In evaluating good-faith efforts, the ECR's Division will take into consideration the affirmative actions listed in the Federal Provisions (including provisions of Executive Order 11246).

3.4 MoDOT's Program allows the contractor flexibility to implement a project specific workforce and improve the diversity of their existing workforce that can be utilized across various areas of the state to meet future MoDOT Program goals and Federal Provisions.

3.5 If the contractor's approved plan changes during the project and/or the available workforce changes from what is approved at any time, it is the contractor's responsibility to remedy, in coordination with MoDOT's ECR Division, the conditions as outlined and made available through this provision.

4.0 Compliance Determination. (Required with project closeout) All documentation and on-site information will be reviewed by MoDOT's ECR Division in making a determination of whether the contractor made sufficient good faith efforts to meet the compliance with MoDOT's Construction Workforce Program.

5.0 Liquidated Damages. If the contractor elects to not submit a workforce plan prior to work starting or fails to fulfill their workforce plan committed to prior to the start of construction, the contractor will be required to establish a good-faith effort determination, as to why either of these events occurred. MoDOT may sustain damages, the exact extent of which would be difficult or impossible to ascertain, as this impacts the cost of future road and bridge construction. Therefore, in order to liquidate those damages, MoDOT shall be entitled, at its sole discretion, to deduct and withhold the following amounts: **The sum of one thousand five hundred (\$1,500)**

6.0 Administrative Reconsideration. The contractor shall be offered the opportunity for administrative reconsideration upon written request related to findings and/or actions determined by MoDOT's ECR's Division. The Administrative Reconsideration Committee shall be composed of individuals not involved in the original MoDOT determination(s).

7.0 Available Pre-Apprentice Training Programs. The Commission has established a labor force recruiting program intended to assist contractors in identifying, interviewing and hiring qualified job applicants. MoDOT strongly encourages the hiring of individuals from the MoDOT funded pre-apprentice training programs.

8.0 Independent Third-Party Compliance Monitor (Monitor). MoDOT may utilize a monitor that will be responsible for tracking the project's workforce utilization for the information the contractor submits. The contractor and its subcontractors shall allow the monitor access to their reports, be available to answer the monitor's questions and allow the monitor to access to the site and to contractor and subcontractor employees. The monitor shall abide by the contractor's project site protocols.

9.0 Regional Diversity Council (Council). (Applicable to the Kansas City and St. Louis

District regions only) The Council shall consist of local community leaders, leadership of local construction trades, MoDOT staff, Industry representation, and a representative(s) from the Federal Highway Administration. The Council will meet quarterly and evaluate the workforce activity per each project according to the following criteria:

- a. Review monthly workforce reports.
- b. Review progress toward the stated project workforce program.
- c. Review findings of Administrative Reconsideration hearings.
- d. Recommend *other* workforce actions to MoDOT.

10.0 Federal Workforce Goals.

Female Participation for Each Trade is 6.9% Statewide for Missouri.

Minority Participation for Each Trade is shown below in Table 1.

TABLE 1:

County	Goal (Percent)	County	Goal (Percent)
Adair	4	Linn	4
Andrew	3.2	Livingston	10
Atchison	10	McDonald	2.3
Audrain	4	Macon	4
Barry	2.3	Madison	11.4
Barton	2.3	Maries	11.4
Bates	10	Marion	3.1
Benton	10	Mercer	10
Bollinger	11.4	Miller	4
Boone	6.3	Mississippi	11.4
Buchanan	3.2	Moniteau	4
Butler	11.4	Monroe	4
Caldwell	10	Montgomery	11.4
Callaway	4	Morgan	4
Camden	4	New Madrid	26.5
Cape Girardeau	11.4	Newton	2.3
Carroll	10	Nodaway	10
Carter	11.4	Oregon	2.3
Cass	12.7	Osage	4
Cedar	2.3	Ozark	2.3
Chariton	4	Pemiscot	26.5
Christian	2	Perry	11.4
Clark	3.4	Pettis	10
Clay	12.7	Phelps	11.4
Clinton	10	Pike	3.1
Cole	4	Platte	12.7
Cooper	4	Polk	2.3
Crawford	11.4	Pulaski	2.3
Dade	2.3	Putnam	4
Dallas	2.3	Ralls	3.1
Daviess	10	Randolph	4
DeKalb	10	Ray	12.7
Dent	11.4	Reynolds	11.4

Job No: J413125 J413127
 Route: I-70 I-29
 County: Jackson Jackson

Douglas	2.3	Ripley	11.4
Dunklin	26.5	St. Charles	14.7
Franklin	14.7	St. Clair	2.3
Gasconade	11.4	St. Francois	11.4
Gentry	10	Ste. Genevieve	11.4
Greene	2	St. Louis City	14.7
Grundy	10	St. Louis County	14.7
Harrison	10	Saline	10
Henry	10	Schuylar	4
Hickory	2.3	Scotland	4
Holt	10	Scott	11.4
Howard	4	Shannon	2.3
Howell	2.3	Shelby	4
Iron	11.4	Stoddard	11.4
Jackson	12.7	Stone	2.3
Jasper	2.3	Sullivan	4
Jefferson	14.7	Taney	2.3
Johnson	10	Texas	2.3
Knox	4	Vernon	2.3
Laclede	2.3	Warren	11.4
Lafayette	10	Washington	11.4
Lawrence	2.3	Wayne	11.4
Lewis	3.1	Webster	2.3
Lincoln	11.4	Worth	10
		Wright	2.3

**STANDARD FEDERAL EQUAL EMPLOYMENT OPPORTUNITY CONSTRUCTION
 CONTRACT SPECIFICATIONS (EXECUTIVE ORDER 11246)**

This contractor and subcontractor shall abide by the requirements of 41 CFR 60-1.4(a), 60-300.5(a) and 60-741.5(a). These regulations prohibit discrimination against qualified individuals based on their status as protected veterans or individuals with disabilities, and prohibit discrimination against all individuals based on their race, color, religion, sex, sexual orientation, gender identity or national origin. Moreover, these regulations require that covered prime contractors and subcontractors take affirmative action to employ and advance in employment individuals without regard to race, color, religion, sex, sexual orientation, gender identity, national origin, disability or veteran status.

As used in these specifications:

"Minority" includes;

- (i) Black (all person having origins in any of the Black African racial groups not of Hispanic origin);
- (ii) Hispanic (all persons of Mexican, Puerto Rican, Cuban, Central or South American or other Spanish Culture or origin, regardless of race);
- (iii) Asian and pacific islander (all persons having origins in any of the original peoples of the Far East, southeast Asia, the Indian Subcontinent, or the Pacific Islands; and
- (iv) American Indian or Alaskan Native (all persons having origins in any of the original peoples of North American and maintaining identifiable tribal

Job No: J413125 J413127
Route: I-70 I-29
County: Jackson Jackson

affiliations through membership and participation or community identification).

Y. ELECTRONIC TICKETING

1.0 Electronic Ticketing. The contractor shall utilize a truck tracking system that reports the following information for each truck load of material and allows for real-time monitoring by the inspector via mobile phone and computer.

2.0 Required Information. The following information shall be recorded for each load of material.

1. Unique load number
2. Daily Project Load #
3. Batch time
4. Cycle start date and time (Arrival at Source)
5. Truck License Plate #
6. Mix ID Batched
7. Job number, Route, County
8. Tare
9. Net Tonnage
10. Tons Loaded
11. Destination Zone Name
12. Source Zone Name
13. Time at Source
14. Time to Destination
15. Time at Destination
16. Time to Source
17. Total Cycle Time
18. Remarks

3.0 Geographic Zones. A document shall be submitted prior to beginning work which defines the limits of the Destination and Source Geographic Zones.

4.0 Reporting. The load specific information (Items 1-18) along totals and averages (Items 10–17) shall be posted to the appropriate MoDOT SharePoint site for each day's production in a report with the name listed of the person responsible for Quality Control of the data. The raw data shall also be posted in .csv or excel format. The data columns shall be in the order listed above with each load in sequential rows.

5.0 Basis of Payment. Payment for compliance with this provision will be made at the contract unit price for Item No.109-99.01, Electronic Ticketing, per lump sum. No additional payment will be made for the equipment, software, training, analysis, or any other incidentals necessary to complete the work.