

JOB SPECIAL PROVISIONS TABLE OF CONTENTS (ROADWAY)


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

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Job No.: J5S3232

Route: 124/B/M

County: Boone

 <p>THIS SHEET HAS BEEN SIGNED, SEALED AND DATED ELECTRONICALLY.</p>	MISSOURI HIGHWAYS AND TRANSPORTATION COMMISSION 105 W. CAPITOL AVE. JEFFERSON CITY, MO 65102 Phone 1-888-275-6636
	If a seal is present on this sheet, JSP's have been electronically sealed and dated.
	JOB NUMBER: J5S3232 BOONE COUNTY, MO DATE PREPARED: 08/23/2019
	ADDENDUM DATE:

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

JOB
SPECIAL PROVISION

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

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.: J5S3232
Route: 124/B/M
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Notice to Proceed: January 6, 2020
Completion Date: November 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 J5S3232	Calendar Days 120	Daily Road User Cost \$2300
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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

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

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

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

2.0 Traffic Management Schedule.

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

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

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

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

2.5 Traffic Congestion. The contractor shall, upon approval of the engineer, take proactive measures to reduce traffic congestion in the work zone. The contractor shall immediately implement appropriate mitigation strategies whenever traffic congestion reaches an excess of 10 minutes to prevent congestion from escalating to 15 minute or above threshold. If disruption of the traffic flow occurs and traffic is backed up in queues of 15 minute delays or longer, then the contractor shall immediately review the construction operations which contributed directly to disruption of the traffic flow and make adjustments to the operations to prevent the queues from 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.

2.5.1 Traffic Safety.

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

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

3.0 Work Hour Restrictions.

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

holiday until 6:00 a.m. on the first working day subsequent to the holiday unless otherwise approved by the engineer.

Memorial Day
Labor Day
Thanksgiving
Christmas
New Year's Day

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

12:00 noon July 2, 2020 – 10:00 p.m. July 5, 2020

3.1.2 The contractor's working hours will be restricted for the Special Events as shown below. All lanes shall be scheduled to be open to traffic during these Special Events.

Route M - Cattlemen Days Rodeo in Ashland Mo

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

3.3 Any work requiring a reduction in the number of through lanes of traffic shall be completed during nighttime hours. Nighttime hours shall be considered to be 7:00 p.m. to 6:00 a.m. for this project.

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. Utilities

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>	<u>Location</u>
Ameren Missouri – Electric Contact: David Hagenhoff 573-473-5063 Email: dhagenhoff@ameren.com Contact: Chris Bruemmer 573-619-5380 Email: cbruemmer@ameren.com	Yes – 2.0	Electric	Hallsville Ashland
Ameren Missouri – Gas Contact: Trent Snodgrass 660-353-1530 Email: tsnodgrass@ameren.com Contact: Brian Robinson 573-280-6841 Email: brobinson@ameren.com	Yes – 3.0	Gas	Hallsville Ashland
Boone Electric Cooperative Contact: Mike Coleman 573-449-4181 mcoleman@booneelectric.com	None	Electric	
Centurylink Contact: Tonjia Baldwin 573-415-6308 tonjia.baldwin@centurylink.com Contact: David Roberts 573-239-7659 david.a.roberts@centurylink.com	Yes – 4.0	Communications	Hallsville Ashland
Charter Communications Contact: Jeremy Epperson 573-745-0208 jeremy.epperson@charter.com	Yes – 5.0	Communications	

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 Route: 124/B/M
 County: Boone

City of Ashland Contact: Tony St. Romaine 573-808-1576 Email: cityadmin@ashlandmo.us	Yes – 6.0	Sewer, Water	
City of Hallsville Contact: Dan McCaleb 573-696-3885 Email: cityhall@hallsvillemo.org	Yes – 7.0	Sewer, Water	
MNA Bluebird Contact: Jamie Scott 314-270-8738 james.scott@bluebirdnetwork.com	Yes – 8.0	Communications	
MoDOT Signals and Lighting Contact: Jason Morff (573) 526-3207 Email: Jason.morff@modot.mo.gov	Yes – 9.0	Electric, Signals, Lighting	
Provincial Data and Cable Contact: Perry Scarborough 816-200-3740 pscarborough@provincial-cable.com	None	Communications	
Socket Telecom Contact: Todd Pulis 573-818-4778 Email: tpulis@socket.net	None	Communications	

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.

1.2 Potholing of Utilities. The contractor shall pothole all utilities that are within the vicinity of the signal base construction and other locations as directed by the engineer. No direct payment will be made for compliance to this specification.

2.0 Ameren Missouri – Electric has four (4) guy wire anchors in conflict in Hallsville with the proposed sidewalk work that will require adjustment. Ameren advises they will have the facilities adjusted by the Contractor’s Notice to Proceed. The Contractor shall directly contact Ameren Missouri – Electric to verify the status of the adjustments and take measures to ensure that the integrity of the existing facilities are not disturbed until such time that the guy wire

adjustments are complete. There will be no direct pay for compliance to the above specification.

3.0 Ameren Missouri – Gas has four (5) gas valve boxes in conflict with the proposed sidewalks. Ameren Gas advises they will adjust their facilities in conjunction with the Contractor's construction of the sidewalks. The Contractor shall directly contact Ameren Gas at least two (2) weeks prior to when the gas valve boxes need to be adjusted to allow Ameren Gas time to schedule their work. Ameren also has a gas line in conflict with the pedestrian bridge at STA 587+71. Ameren advises they will have their gas line adjusted by the Contractor's Notice to Proceed. The Contractor shall coordinate construction activities with Ameren Gas and take measures to ensure that the integrity of the existing facilities are not disturbed until such time that the height adjustment of the gas valve boxes are complete and ensure the gas line has been adjusted at the pedestrian bridge. There will be no direct pay for compliance to the above specification.

4.0 Centurylink has one (1) riser and one (1) pull box in Ashland that are in conflict. The riser is in conflict with the Rock Ditch Liner at STA 370+19. Centurylink advises they will adjust their riser in conjunction with the Contractor's construction of the sidewalk. The Contractor shall directly contact Centurylink at least two (2) weeks prior to when the riser needs to be adjusted to allow Centurylink time to schedule their work. The pull box is in conflict with the sidewalk work in the Southwest corner of Route M and Main Street. Centurylink advises they will have the pull box adjusted by the Contractor's Notice to Proceed. Centurylink has a buried fiber optic cable in Hallsville in conflict with the sidewalk project along Route B at STA 604+84. Centurylink advises they will have the utility adjusted by the Contractor's Notice to Proceed. The Contractor shall directly contact Centurylink to verify the status of the adjustment and take measures to ensure that the integrity of the existing facilities are not disturbed until such time that the adjustments are complete. There will be no direct pay for compliance to the above specification.

5.0 Charter Communications has two (2) risers that are in conflict with the sidewalks in Ashland. Charter advises they will adjust their riser in conflict with the Rock Ditch Liner at STA 370+24 by the Contractor's Notice to Proceed. Charter advises they will adjust their riser at STA 365+90 in conjunction with the Contractor's construction of the sidewalk. The Contractor shall directly contact Charter at least two (2) weeks prior to when the riser needs to be adjusted to allow Charter time to schedule their work. The Contractor shall directly contact Charter to verify the status of the adjustment and take measures to ensure that the integrity of the existing facilities are not disturbed until such time that the adjustments are complete. There will be no direct pay for compliance to the above specification.

6.0 City of Ashland has five (5) water valve tops in conflict with the sidewalk and road work. The Contractor shall adjust the City facilities to grade as necessary. The City will supply the height adjustment rings and slip-resistant covers for the Contractor to use. The Contractor shall directly contact the City at least forty-eight (48) hours prior to have someone on site to answer any questions regarding the adjustment of these facilities and to supply materials. There will be no direct pay for compliance to the above specification.

7.0 City of Hallsville has four (5) water valve tops in conflict with the sidewalk and road work. The Contractor shall adjust the City facilities to grade as necessary. The City will supply the height adjustment rings and slip-proof covers for the Contractor to use. The Contractor shall directly contact the City at least forty-eight (48) hours prior to have someone on site to answer

any questions regarding the adjustment of these facilities and to supply materials. There will be no direct pay for compliance to the above specification.

8.0 MNA Bluebird has a buried fiber optic cable in conflict with the Ped Bridge at STA 587+71 of Missouri Route 124 in Hallsville. Bluebird advises they will adjust their facility prior to the Contractor's Notice to Proceed. Bluebird has a pull box in conflict at STA 606+06 of Route B. Bluebird advises they will have their pull box adjusted prior to the Contractor's Notice to Proceed. Bluebird has underground facilities near the signalized intersection of Route 124, Route B, and Route OO. The Contractor is advised to take precautions when working near this intersection. The Contractor shall directly contact Bluebird to verify the status of the adjustments and take measures to ensure that the integrity of the existing facilities are not disturbed until such time that the adjustments are complete. There will be no direct pay for compliance to the above specification.

9.0 MoDOT Signals and Lighting. The Contractor shall coordinate with MoDOT Signals and Lighting for the installation of the pedestrian signal equipment. The Contractor shall contact MoDOT Signals and Lighting at least two (2) weeks prior to activation of the traffic signals and pedestrian signals for controller programming. There will be no direct pay for compliance to the above specification.

E. Liquidated Damages Specified – Route M and Main Street Intersection

1.0 Description. The contractor will be allowed to close the intersection of Route M and Main Street in Ashland for pavement replacement work at this intersection. If the pavement replacement at the intersection of Route M and Main Street in Ashland is not complete and open to all lanes of traffic within 10 calendar days of the closure of the Route M and Main Street intersection, the Commission, the traveling public, and state and local police and governmental authorities will be damaged in various ways, including but not limited to, increased construction administration cost, potential liability, traffic and traffic flow regulation cost, traffic congestion and motorist delay, with its resulting cost to the traveling public. These damages are not reasonably capable of being computed or quantified. Therefore, the contractor will be charged with liquidated damages specified in the amount of \$2300 per calendar day for each full calendar day that the pavement replacement area in is not complete and open to all lanes traffic in excess of the limitation as specified elsewhere in this special provision. It shall be the responsibility of the engineer to determine the quantity of excess closure time.

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

F. 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 resident engineer's office shall also be notified when the contractor requests emergency assistance.

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Route: 124/B/M
County: Boone

2.0 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 573-751-1000 (cell - *55)	
Boone County Sheriff 660-248-2477	
City of Ashland	City of Hallsville
Fire: (573) 657-2370	Fire: (573) 447-5000
Police: (573) 657-9062	Police: (573) 696-3838

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

G. Project Contact for Contractor/Bidder Questions

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

Melissa Wilbers, Project Manager
MoDOT - Central Missouri District
1511 Missouri Blvd., P.O. Box 718
Jefferson City, Missouri 65102

Telephone Number: 573-751-7699
Email: Melissa.Wilbers@modot.mo.gov

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

H. Access To City Streets

1.0 Description. This improvement involves the construction of ADA facilities and/or pavement replacement adjacent to or across various city streets. The contractor shall make every reasonable effort to minimize any interference to traffic on the city streets and to pursue the work diligently.

1.1 The contractor will be allowed to fully close the intersection of Main Street and Route M to complete pavement replacement construction. The closure shall not take place until all material, labor, and equipment are available to complete the work in a timely manner.

1.2 All other city street connections shall remain open to at least one direction of traffic at all times except when otherwise approved by the engineer.

1.3 Public road connections that are partially closed shall have traffic control provided as approved by the engineer.

2.0 Construction Requirements. The contractor has the option of using high early strength Portland cement concrete pavement (PCCP) for use in paved approaches and other areas of improvements as shown on the plans or as approved by the engineer. All materials, mixture and placement requirements shall be in accordance with all applicable portions of Section 501, 502, and 613, except as specified herein. An accelerator will be allowed as approved by the engineer.

3.0 Basis of Payment. No direct payment will be made to the contractor for any expenses incurred for compliance with this provision.

I. Access to Commercial and Private Properties – Cities of Ashland and Hallsville

1.0 Description. This improvement is in a commercial and residential area. While working on entrances or adjacent properties, the contractor shall make every reasonable effort to minimize any interference to the properties and to pursue the work diligently. The contractor shall maintain access to all properties within the project limits that do not have access from another public roadway for the duration of the construction. This may be accomplished by constructing entrances half-at-a time if the parcel has only one entrance. If the parcel has multiple entrances, the contractor will be allowed to close one entrance as long as the remaining entrance(s) are open unless otherwise specified in this provision. The contractor may also use temporary surfacing and concrete accelerating admixtures as approved by the engineer to maintain access.

1.1 Under no circumstances shall the contractor block ingress/egress to and from businesses during the normal business hours of each business unless as approved by the property owner and the engineer.

2.0 Communication. The contractor shall contact each property owner at least one week prior to any sidewalk, entrance or pavement replacement construction within their property limits to advise them of the work that will take place and the timeframe of the work. The contractor will be allowed to vary from Section 1.0 of this provision if other access arrangements are made with the property owner or tenant. These variations must be approved by the engineer prior to beginning work.

3.0 Construction Requirements. The contractor has the option of using high early strength Portland cement concrete pavement (PCCP) for use in paved approaches and other areas of improvements as shown on the plans or as approved by the engineer. All materials, mixture and placement requirements shall be in accordance with all applicable portions of Section 501, 502, and 613, except as specified herein. An accelerator will be allowed as approved by the engineer.

4.0 Liquidated Damages Specified. If the entire entrance is not complete and open to traffic within **5 calendar days**, the Commission, the traveling public and state and local police and governmental authorities will be damaged in various ways, including but not limited to, increased construction administration cost, potential liability, traffic and traffic flow regulation cost, traffic congestion and motorist delay, with its resulting cost to the traveling public. These damages are not reasonably capable of being computed or quantified. Therefore, the contractor will be charged with liquidated damages specified in the amount of **\$500** per day for each full day that an entrance is not complete and open to traffic in excess of the limitation as specified elsewhere in this special provision.

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.

J. Earthwork

1.0 Description. This work shall consist of excavation, compacting embankment or embankment-in-place necessary to construct all paved approaches, 7 or 8 inch Non Reinforced Concrete Pavement, Sidewalk, Curb Ramps, Type S Barrier Curb, and Modified Type B Curb and Gutter.

2.0 Basis of Payment. All labor, equipment and material costs associated with any excavation, compacting embankment or embankment in place necessary to construct all paved approaches, 7 or 8 inch Non Reinforced Concrete Pavement, Sidewalk, Curb Ramps, Type S Barrier Curb, and Modified Type B Curb shall be included in other items of work. There will be no Direct Pay for any excavation, compacting embankment or embankment in place for all paved approaches, 7 or 8 inch Non Reinforced Concrete Pavement, Sidewalk, Curb Ramps, Type S Barrier Curb, and Modified Type B Curb and Gutter.

K. Additional Flaggers

1.0 Description. Additional flagger(s) and appropriate construction signs shall be provided at each of the specified locations when the work zone extends through the following intersections and/or approaches:

All state routes, county roads and city streets

1.1 Some of the construction on this project will take place through commercial areas. It may be necessary to provide additional flagger(s) at commercial entrances when the work zone extends through those entrances.

2.0 Basis of Payment. There will be no direct pay for all labor, material, and equipment necessary to provide additional flaggers. All cost shall be considered completely covered under the pay items provided in the contract.

L. Temporary Short-Term Rumble Strips JSP-13-05E

Job No.: J5S3232
Route: 124/B/M
County: Boone

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

2.0 Material.

2.1 The short-term rumble strips shall be 10 to 12 feet in length, minimum of 8 inches wide, $\frac{3}{4}$ to $1\frac{1}{4}$ inch thick, fabricated from a polymer material, and orange in color.

2.2 The short term-rumble strips shall not curl or deform across the width of the strip, maintaining its rigidity.

3.0 Construction.

3.1 Each set shall consist of three individual strips spanning a single lane, spaced in accordance with the plans or as directed by the engineer. The short-term rumble strips shall be installed and removed in accordance with manufacturer's recommendation.

3.2 The contractor shall monitor, maintain alignment, and repair if needed the short-term rumble strips during construction. Short-term rumble strips shall not be placed on roadways when there are no workers present.

3.3 Strips shall not extend onto the shoulder without the approval of the Engineer.

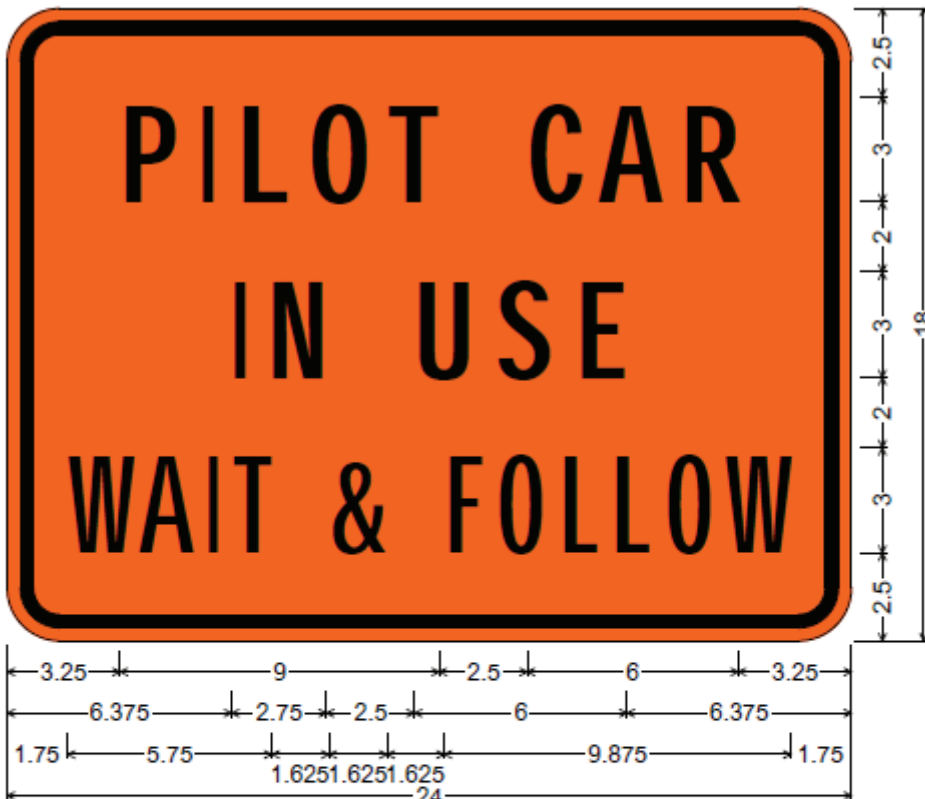
4.0 Method of Measurement. Measurement of short-term rumble strips will be based per each set.

5.0 Basis of Payment. The accepted quantity of Temporary Short-Term Rumble Strips sets will be paid for at the contract unit price for 616-20.04, Temporary Short-Term Rumble Strips, per each set. The short-term rumble strips unit bid price shall include the cost of all labor, equipment and materials to install, maintain, remove and relocate the rumble strips during the construction of the project.

M. Pilot Car in Use – Wait and Follow Sign NJSP-1803

1.0 Description. The sign shown below shall be printed on 4 mm corrugated plastic or similar and supported with a 10"x30", 9 gauge, galvanized steel H-frame, or similar. This sign shall only be used at private and commercial entrances to enhance the work zone signing, and will not be permitted for use on intersecting state, county or city roads.

2.0 Method of Payment. Signs shall be contractor furnished/contractor retained. The cost of the signs and stands are incidental to other traffic control items.



1.500" Radius, 0.375" Border, 0.375" Indent, Black on Orange;
 "PILOT CAR" C; "IN USE" C; "WAIT & FOLLOW" B 80% spacing;
 Table of letter and object lefts.

P	I	L	O	T	C	A	R
3.250	5.500	6.500	8.500	10.750	14.750	16.750	19.125
I	N	U	S	E			
6.375	7.375	11.625	13.875	16.125			
W	A	I	T	&			
1.750	3.750	5.625	6.375	9.125			
F	O	L	L	O	W		
12.375	13.875	15.750	17.250	18.750	20.375		

N. Detectable Pedestrian Channelizing Barricade

1.0 Description. This work shall consist of utilizing Detectable Pedestrian Channelizing Barricades as shown on the plans and in accordance with the Manual for Uniform Traffic Control Devices. The pedestrian barricade is similar to the Type 2 Barricade indicated in Section 6F.63.

2.0 Basis of Payment. Payment for furnishing and installing the pedestrian barricades shall be completely covered by the contract unit price for Item No. 616-99.02, "Detectable Pedestrian Channelizing Barricade", per each.

O. ADA Compliance and Final Acceptance of Constructed Facilities JSP-10-01B

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.org/business/contractor_resources/forms

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-compliant items to remain.

3.0 Coordination of Construction.

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-compliant items that are allowed to remain at the end of the construction project. Specific details of the non-compliant 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.

P. Pedestrian Signal Push Button Extension

1.0 Description. This work includes adding ¾-inch galvanized pipe extensions to pedestrian pushbuttons so they meet offset and height requirements per ADA specifications.

1.1 The contractor is advised that various push buttons will require extensions from the pedestrian signal pole or vehicular signal post so the button is located meeting the requirement of ADA specifications. Extensions shall not exceed 18-inches.

2.0 Method of Measurement: Measurement of the pedestrian pushbutton extensions shall be made per each.

3.0 Basis of Payment. All costs associated with this work shall be considered completely covered by the contract unit price for Item No. 902-99.02, "Pedestrian Signal Push Button Extensions", per each.

Q. 6 Inch Modified Curb and Gutter Type B

1.0 Description. The work shall consist of the construction of a Type B Curb and Gutter that shall be modified to include 0 in. to 6 in. curb height rather than the standard 8 in. curb height and 18 in. to 30 in. gutter pan width rather than the standard 30 in. gutter pan width. The curb height and gutter pan width should match and tie-in to the existing curb and gutter at each specific location.

2.0 Construction Requirements. The Modified Type B Gutter shall be constructed as shown in the plans and according to requirements of Sec 609.

3.0 Basis of Payment. The work shall consist of constructing the Modified Type B Gutter. The cost of equipment, labor, materials, and time required to construct the Modified Type B Gutter, shall be considered fully covered by pay item 609-99.03, "Modified Curb and Gutter Type B", per linear foot.

R. Low-Tracking or Non-Tracking Tack Coat NJSP-15-15G

1.0 Description. This work shall consist of preparing and treating an existing bituminous or concrete surface with a low-tracking or non-tracking tack coat material prior to an asphalt overlay in accordance with Section 407, except as revised by this specification.

2.0 Low-Tracking or Non-Tracking Requirements. Products accepted for use as low-tracking or non-tracking tack shall not stick to the tires, tracks or other parts of paving equipment or vehicles such that the surface to be overlaid becomes visible or void of tack prior to the placement of the asphaltic concrete pavement mixture. The tack material shall exhibit a low-tracking or non-tracking characteristic within 30 minutes of being applied to the roadway. Products accepted for use shall exhibit a laboratory "no-pick-up" time of 60 minutes or less per TM-87. The product shall bond the two pavements. Products accepted for use shall exhibit a laboratory bond strength greater than or equivalent to a standard SS-1h tack material. The test method used may be any AASHTO TM method or other approved research test methods.

2.1 Optional Application. In lieu of applying a Low-Tracking or Non-Tracking Tack, a Polymer Modified Emulsion Tack may be placed immediately ahead of the asphalt pavement as defined below in section 4.0 Optional Polymer Modified Emulsion Tack.

3.0 Equipment and Construction Requirements. All equipment and construction requirements shall be in accordance with Section 407; except as revised as follows:

3.1 Storage and Handling. All guidelines and instructions about storage and handling of the non-tracking tack product shall be followed in accordance with the product manufacturer. A copy of this information shall be provided to the engineer. The information shall include the application and maximum allowable temperatures for the product and the particle charge.

3.2 Distributor. The distributor shall have the full circulating and heating capabilities in the tank. If the particle charge of the low-tracking or non-tracking tack is different from the particle charge of the emulsion that was previously used then the tank shall be thoroughly cleaned prior to use, since some products are not compatible.

3.3 Curing. The low-tracking or non-tracking tack shall be allowed to cure prior to any construction traffic driving on the surface. A minimum of 15 minutes of cure time shall be allowed prior to driving on the tacked surface, unless less cure time is successfully demonstrated and approved by the engineer.

3.4 Supplier Information. The low-tracking or non-tracking tack materials are a different type of product compared to the conventional tack used in Missouri. There may be multiple products

that can meet the low-tracking or non-tracking tack requirements. All products that achieve equivalent field performance will be allowed.

3.5 Material Requirements. All material shall be in accordance with Section 1015 of the Standard Specifications and specifically as follows:

Emulsion Properties for Low-Tracking or Non-Tracking Tack Coat			
Tests	Method	Min	Max
Viscosity, Saybolt Furol @ 25°C (77°F), s	AASHTO T 59	10	100
Storage Stability Test, 24 hr, percent	AASHTO T 59	--	1.0
Sieve Test, percent	AASHTO T 59	--	0.30
Residue by Distillation, percent	AASHTO T 59	50	
Oil Distillate by Distillation, percent	AASHTO T 59	--	1
Test on Residue from Distillation			
Penetration 25°C, 100 g, 5 s	AASHTO T 49	--	90
Solubility in Trichloroethylene, %	AASHTO T 44	97.5	--

OR

The following requirements are not intended to govern emulsified products.

PG Graded Products for Low-Tracking or Non-Tracking Tack Coat			
Tests	Method	Min	Max
Rotational Viscosity (Pa-sec) @ 302° F	AASHTO T 316 302°F	100	300
Penetration 25°C, 100 g, 5 s	AASHTO T 49	--	90
In addition to the table above, when using PG Graded Binders as tack, a certification shall be supplied to the engineer which includes test results demonstrating that the PG binder component meets the minimum requirements of a PG 58 or greater on the high end and a -22 or lower on the low end in accordance with AASHTO M320. The PG binder component shall account for at least 97% of the total product composition by volume. If using 100% PG binders, then the products shall be in accordance with Section 1015.10.			

All products that meet a laboratory “no-pick-up” time of 60 min or less and a field “no-pick-up” time of 30 min or less shall be accepted per TM-87.

4.0 Optional Polymer Modified Emulsion Tack.

4.1 Description. In lieu of using a low-tracking or non-tracking tack coat material, a Polymer Modified Emulsion Tack may be placed prior to a bituminous overlay of hot asphaltic concrete pavement. The Polymer Modified Emulsion Tack shall be spray applied immediately prior to the application of the hot asphaltic concrete pavement so as to produce a homogeneous surface in accordance with Secs 401, 402, or 403. This option will not be required solely if low tracking tack products fail to perform in the field.

4.2 Materials. The Polymer Modified Emulsion Tack shall be in accordance with Sec 1015.20.5.1.1 or Sec 1015.20.6.2.

4.3 Construction Requirements. The asphaltic concrete pavement shall be placed in accordance with Secs 401, 402, or 403, except as modified herein.

4.4 Equipment. No wheel, track or other part of the paving machine or any hauling equipment shall come in contact with the Polymer Modified Emulsion Tack before the asphaltic concrete pavement mixture is applied.

4.5 Application of Polymer Modified Emulsion Tack.

4.5.1 The Polymer Modified Emulsion tack shall be sprayed at a temperature of 120 - 180° F. The sprayer shall accurately and continuously monitor the application rate and provide a uniform coverage across the entire width to be overlaid. The application rate of the asphalt emulsion tack shall be applied at the same rate as the low-tracking or non-tracking tack coat material in accordance with Sec 407. The Engineer may make adjustments to the application rate based upon the existing pavement surface conditions and the recommendations of the Polymer Modified Emulsion Tack supplier.

4.5.2 Water may be added to SS-1hp and CSS-1hp by the emulsion manufacturer and shipped to the jobsite. No dilution shall be allowed in the field. When water is added to SS-1HP or CSS-1HP, the resulting mixture shall contain no more than 20 percent of added water. The contractor shall notify the engineer of the use of a diluted emulsion. The exact quantity of added water shall be indicated on the manufacturer's bill of lading, manifest or truck ticket. The application rate of the resulting mixture shall be adjusted such that the original emulsion will be spread at the specified rate. No water shall be added to the CPEM-1 or PEM-1.

5.0 Method of Measurement. Measurement of asphalt emulsion to the nearest gallon shall be made as specified in Sec 1015. The measurement of asphalt emulsion shall be based upon undiluted material.

6.0 Basis of Payment. The accepted quantity of low-tracking or non-tracking tack coat or polymer modified emulsion tack will be paid for at the contract unit price 407-99.12, Misc. Tack Coat – Low-tracking or Non-tracking.

S. Damage to Existing Pavement

1.0 Description. This work shall consist of repairing any damage to existing pavement, shoulders, side roads, and entrances caused by contractor operations or staging. This will include, but will not be limited to, damage caused by the traveling public within the project limits.

2.0 Construction Requirements. Any cracking, gouging, or other damage to the existing pavement, shoulders, side roads, or entrances resulting from the contractor's construction operations shall be repaired at the contractor's expense. Repair of the damaged areas shall be as approved by the engineer.

3.0 Basis of Payment. No direct payment will be made for repairs to existing pavement, shoulders, side roads or entrances damaged by or due to contractor operations.

T. Mailboxes

1.0 Description. Removal and replacement of mailboxes within the project limits shall be in accordance with Sec 104.10.1 and as directed by the engineer. The contractor will be responsible for furnishing approved supports for postal patron's mailboxes. There will be no direct pay for approved supports, removal and replacement of mailboxes.

U. 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.

2.0 Method of Measurement. The quantities of pavement marking for which payment will be made will be those shown in the contract plans for the various pavement marking items. Final measurement will not be made except where appreciable errors are found in the contract quantity.

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

V. Contractor Quality Control NJSP-15-42

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

2.0 Quality Control Plan.

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

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

3.1 Reporting of Test Results. All QC test reports shall be submitted as soon as practical, but no later than the day following the test. Test data shall be immediately provided to the engineer upon request at any time, including prior to the submission of the test report. No payment will be

made for the work performed until acceptable QC test results have been received by the engineer and confirmed by QA test results.

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

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

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

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

4.0 Work Planning and Scheduling.

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

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

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

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

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

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

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

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

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

W. 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:

- (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.).

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.

X. Flagging Procedure for Two-Lane Roadways (3-2-1 Cone Procedure) NJSP-17-03A

1.0 Description. Flagging operations shall be in accordance with the Manual on Uniform Traffic Control Devices (MUTCD) Chapter 6, Section 107 and 616 in Missouri Standard Specifications for Highway Construction, Missouri Standard Plans for Highway Construction, temporary traffic control plans, and as described herein.

2.0 Procedures for Flagging Short, Intermediate, or Long-Term Stationary Operations. This procedure includes the use of three traffic cones or other channelizing devices.

2.1 Step 1. The flagger shall place three cones across the lane of traffic to be stopped, from centerline to shoulder. When no vehicles are present, the flagger should remain on the shoulder with the stop paddle visible.

2.2 Step 2. When traffic has stopped, the flagger shall move towards the centerline of the roadway, keeping the stop paddle visible, and keeping a visual contact with the stopped drivers. Once the flagger has confirmed that opposing traffic is clear, the flagger shall prepare to release the stopped traffic.

2.3 Step 3a. If the vehicles are to travel in the current lane, the flagger shall remove the center cone from the center of the lane.

2.4 Step 3b. If the vehicles are to travel in the opposite lane, the three cones shall remain across the closed lane.

2.5 Step 4. If opening the lane (Step 3a above) the flagger shall walk back to the shoulder with the cone, turn the stop paddle to slow, and then release traffic using a hand signal to direct vehicles between the two remaining cones. If releasing traffic to the other lane (Step 3b above) the flagger shall remain near the centerline of the roadway, turn the stop paddle to slow, and use a hand signal to direct the traffic around the cones into the open lane.

2.6 Once all traffic has cleared, the flagger shall return the slow paddle to stop. The flagger shall replace the cone to the center of the lane or leave the cones across the lane. The flagger then returns to the shoulder and repeats the steps.

2.7 If the roadway width is less than 12 feet, the number of cones may be reduced to two or one, or other channelizing devices may be used.

3.0 Basis of Payment. No direct payment will be made for any cost associated with this provision.

Pictorial Representation of Steps for Flagging Procedure for Two-Lane Roadways (3-2-1 Cone Procedure)



STEP 1



STEP 2



STEP 3



STEP 4