

MAPA Meeting - April 28, 2020

Recent and Upcoming Policy Changes

1. Section 403.18.2 regarding QA cores

403.18.2 Core Chain of Custody. QA density cores ~~that are not in possession of the engineer for the entire time from extraction till testing~~ shall be sealed in **approved tamper-evident proof bags containers immediately** after extraction **in the presence of the engineer.**

2. Section 806.4.8 Contractor's responsibility for obtaining permits related to stormwater compliance and land disturbances off right of way. This is in line with the SWPPP and DNR permit requirements. (The draft version of the stormwater JSP is at the end of this handout.)

806.4.8 The contractor shall obtain all necessary permits for all project support activities located off the project site. ~~to cover all project associated activities on external sites that are not located on MoDOT right of way or easements.~~ Project support-associated activities includes, but are not limited to, borrow areas, waste areas, plant sites, and staging areas. All costs associated with the permits and pollution control shall be at the contractor's expense, including providing, installing, maintaining, and removal of all erosion and sediment control devices, and final stabilization of disturbed areas.

3. Supplemental Revisions JSP also includes a provision for addressing COVID-19 safety.

COVID-19 Safety

1.0 Description. The coronavirus disease 2019 or COVID-19 has reached a pandemic stage across the United States, including the State of Missouri. To reduce the impact of COVID-19 outbreak conditions on businesses, workers, customers and the public, the contractor shall be aware of all COVID-19 guidance from the Center for Disease Control (CDC) and other government health mandates. The contractor shall conduct all operations in conformance with these safety directives. The guidance may change during the project construction and the contractor shall change and adapt their operation and safety protocols accordingly.

2.0 Safety Plan. The contractor shall include these procedures in the project safety plan as called for in the contract documents and revise the safety plan as needed.

3.0 Essential Work. In accordance with any state or local Stay at Home Order, care for the infrastructure has been deemed essential and MoDOT is moving forward with construction projects, this project is considered essential and the contractor and their employees, subcontractors and suppliers are considered essential business and performing essential functions.

4.0 Basis of Payment. Compliance with regulations and laws pertaining to COVID-19 is covered under Sec 107 of the Missouri Standard Specifications for Highway Construction. No direct payment will be made for compliance with this provision.

4. Revisions to Section 613 clarifications regarding partial depth pavement repairs for Class B and removal of material for Class C repairs.

613.30.1.1 Class B partial depth pavement repair shall consist of removing areas of unsound concrete or bituminous **patching material in a concrete pavement** to a maximum depth of one half of the concrete pavement thickness and replacing the unsound material with an approved bituminous mixture. This work shall be performed on projects that include resurfacing as part of the contract.

613.35.3.1 Removal of Bituminous Material. All unsuitable pavement shall be removed by milling or other method approved by the engineer. **For overlay projects that include cold milling the entire surface, the Class C removal and repair work shall be completed prior to the surface milling operation unless otherwise shown on the plans or approved by the engineer.** For composite pavements, the repair may extend into the underlying concrete pavement if deterioration is found at that depth. The minimum depth of repair shall be 2 inches. The repair area shall be square or rectangular in shape. The exposed faces of the repair area shall be cleaned to remove loose material. Material removed from the repair area shall be disposed of off right of way unless otherwise approved by the engineer.

5. Revisions to EPG 108.1.4, now includes guidance for Professional Service Contract Labor (temp services).

Professional Service Contract Labor

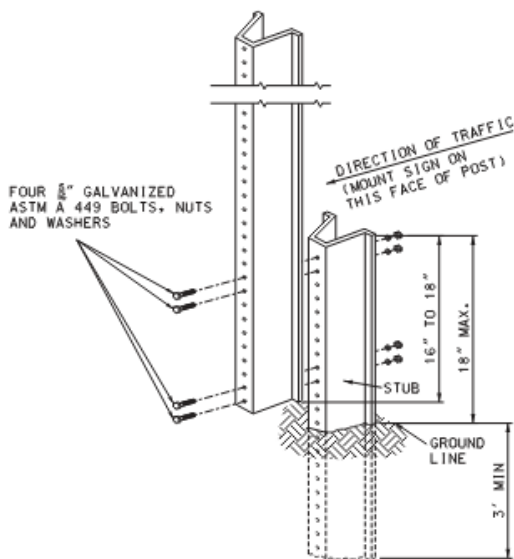
Contractors sometimes hire a company to provide trade workers for their workforce. These companies charge a fee to the contractor for providing workers and they pay the workers directly. This is permissible. Since the contract is for workforce and not contracting to perform line item work there is no subcontract required. Insurance for the workers would be covered under the contractor hiring them. The workers would fall under the prevailing wage rate. Their rate of pay for prevailing wage rate is what the worker receives and not what the contractor is paying for their services. Therefore the mark up paid to the labor supplier cannot be used as part of the prevailing wage rate determination. The workers would be paid by the company supplying the worker. So the payroll from that company is what is submitted to the Resident Engineer. It should be submitted along with the prime or subcontractors payroll and not separately.

6. Revisions to EPG 616.6.2.2 and Std Plans. 616.10 and 903.03. Revisions include: flags are only required on on first ROAD WORK AHEAD signs on daytime short durations projects, and all FLAGGER AHEAD and TRUCK CROSSING signs; sign area has been increased from 30 SF to 32 SF, allowing Point of Presence and Focus on Bridges sign to use 3 U-channel posts. The u-channel post installation is also being revised. (See standard plans at end of this document.)

616.6.2.2 Flags and Advance Warning Rail System on Signs

During **short duration projects in daytime hours**, all first occurrence of the ROAD/BRIDGE WORK AHEAD (WO20-1) signs on the mainline roadway shall be enhanced with flags. Flagger Ahead (WO20-7) and TRUCK CROSSING (WO8-6) signs shall have flags regardless of the location within the work zone. Additional signs within the work zone may be enhanced with flags at the district's discretion, although such practice should be infrequent. For projects that consist of **nighttime only** work, the use of flags is prohibited.

Detail change on Std.
616.10 sheet 2



U-CHANNEL POST DETAIL
OPTIONAL INSTALLATION

GOES
WITH #2

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

1.1 DefinitionsApplicability. The project site is defined as~~consists of~~ all areas designated on the plans, including temporary and permanent easements. The project site is equivalent to the "permitted site", as defined in MoDOT's State Operating Permit. An Off-site area is defined as any location off the project site the contractor utilizes for a dedicated project support function, such as, but not limited to, This provision does not apply to Contractor staging area, plant site, or borrow areas, or waste area. 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.~~

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

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

2.1 Duties of the WPCM:

- (a) Be familiar with the stormwater requirements including the current MoDOT State Operating Permit for construction stormwater discharges/land disturbance activities; MoDOT's statewide Stormwater Pollution Prevention Plan (SWPPP); the Corps of Engineers Section 404 Permit, when applicable; the project specific SWPPP, the Project's Erosion & Sediment Control Plan; all applicable special provisions, specifications, and standard drawings; and this provision;

- (b) Successfully complete the MoDOT Stormwater Training Course within the last 4 years. The MoDOT Stormwater Training is a free online course available at MoDOT.org;
- (c) Attend the Pre-Activity Meeting for Grading and Land Disturbance and all subsequent Weekly Meetings in which grading activities are discussed;
- (d) Oversee and ensure all work is performed in accordance with the Project-specific SWPPP and all updates thereto, or as designated by the Engineer;
- (e) Review the project site for compliance with the Project SWPPP, as needed, from the start of any grading operations until final stabilization is achieved, and take necessary actions to correct any known deficiencies to prevent pollution of the waters of the state or adjacent property owners prior to the engineer's weekly inspections;
- (f) Review and acknowledge receipt of each MoDOT Inspection Report (Land Disturbance Inspection Record) for the Project within forty eight (48) hours of receiving the report and ensure that all Stormwater Deficiencies noted on the report are corrected as soon as possible, but no later than stated in Section 5.0. ~~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.

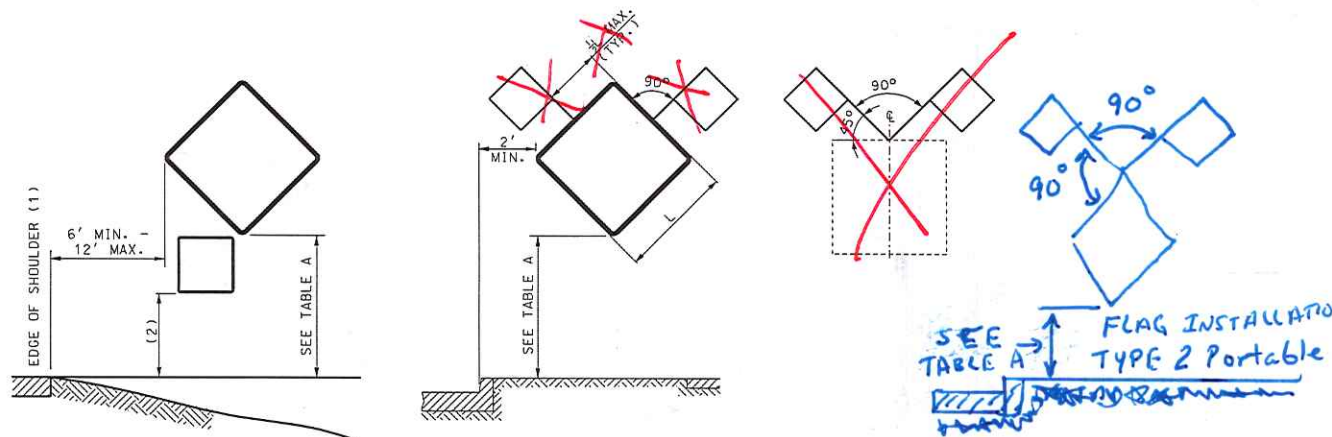
GOES WITH #6

**TABLE A
WORK ZONE SIGN MOUNTING REQUIREMENTS**

TYPE	SIGN SUPPORT	SIGN SUBSTRATE	MINIMUM MOUNTING HEIGHT (3)	USAGE LIMITATIONS	COMMENTS
POST	PERFORATED SQUARE STEEL TUBE U-CHANNEL WOOD	RIGID	5' RURAL UNDIVIDED HIGHWAYS 7' RURAL DIVIDED HIGHWAYS 7' URBAN HIGHWAYS	NONE	POSTS SHALL BE FREE OF ANY BRACING AND EXTEND NO FURTHER ABOVE THE SIGN EXCEPT AS NEEDED FOR WARNING LIGHT ATTACHMENT. FOR DETAILS OF POST INSTALLATION DETAILS SEE SHEET NO. 2 OF 9. GALVANIZATION OF POSTS WILL NOT BE REQUIRED.
TYPE 1 PORTABLE	SKID FOLD-UP STAND	RIGID	5' RURAL UNDIVIDED HIGHWAYS 7' RURAL DIVIDED HIGHWAYS 7' URBAN HIGHWAYS	PERMITTED ONLY WHERE POST MOUNTING IS NOT FEASIBLE.	SYSTEMS SHALL COMPLY WITH CRASH TEST REQUIREMENTS OF NCHRP 350 TEST LEVEL 3 AND MAY BE PLACED ADJACENT TO OR WITHIN THE ROADWAY PROVIDED A MINIMUM LATERAL CLEARANCE OF 3 FEET, MEASURED HORIZONTALLY FROM THE EDGE OF THE SIGN TO THE EDGE OF DESIGNATED TRAVELED WAY, IS MAINTAINED.
TYPE 2 PORTABLE	EASEL FOLD-UP STAND SELF-DRIVING POST TYPE III MOVABLE BARRICADE SKID	FLEXIBLE RIGID	12" (4)	PERMITTED ONLY FOR INSTALLATION UP TO 3 DAYS (5). WHERE SIGNS ARE OBSCURED BY OTHER OBJECTS (I.E., TRAFFIC CONTROL DEVICES, PARKED VEHICLES, BARRIER, VEGETATION, ETC.) OR INSTALLED ON MULTI-LANE UNDIVIDED FACILITIES OR MULTI-LANE DIVIDED FACILITIES WITH 3 OR MORE LANES IN ONE DIRECTION. MOUNTING HEIGHTS SHALL BE AS SPECIFIED FOR POST-MOUNTED SIGNS.	SYSTEMS SHALL COMPLY WITH CRASH TEST REQUIREMENTS OF NCHRP 350 TEST LEVEL 3 AND MAY BE PLACED ADJACENT TO OR WITHIN ROADWAY PROVIDED A MINIMUM LATERAL CLEARANCE OF 3 FEET, MEASURED HORIZONTALLY FROM THE EDGE OF THE SIGN TO THE EDGE OF THE DESIGNATED TRAVELED WAY, IS MAINTAINED.
BARRIER	CONCRETE TRAFFIC BARRIER GUARDRAIL	FLEXIBLE RIGID	5' RURAL UNDIVIDED HIGHWAYS 7' RURAL DIVIDED HIGHWAYS 7' URBAN HIGHWAYS	PERMITTED ONLY WHERE LONGITUDINAL BARRIER IS PRESENT.	SYSTEMS SHALL PROVIDE POSITIVE CONNECTION TO THE BARRIER AND MINIMIZE POTENTIAL FOR VEHICLE SNAGGING.
VEHICLE	PAVEMENT MARKING EQUIPMENT PILOT CAR PROTECTIVE VEHICLE	FLEXIBLE RIGID	48" (6)	PERMITTED ONLY IN PILOT CAR OR MOVING OPERATIONS.	

- (3) MEASURED FROM THE BOTTOM OF THE SIGN TO THE NEAR EDGE OF THE PAVEMENT.
- (4) MOUNTING HEIGHTS FOR REGULATORY AND GUIDE SIGNS SHALL BE AS SPECIFIED FOR POST-MOUNTED SIGNS.
- (5) SIGNS MOUNTED ON TYPE III BARRICADES, GORE EXIT SIGN, AND SIGNS FOR CROSWALK/SIDEWALK CLOSURES MAY BE LEFT IN PLACE FOR MORE THAN 3 DAYS.
- (6) DEVIATIONS AS APPROVED BY THE ENGINEER.

IF A SEAL IS PRESENT ON THIS SHEET IT HAS BEEN ELECTRONICALLY SEALED AND DATED.



- (1) EDGE OF TRAVELED WAY WHERE THERE IS NO PAVED OR STABILIZED SHOULDER.
- (2) ONE-FOOT LESS THAN MOUNTING HEIGHT NOTED IN TABLE A.

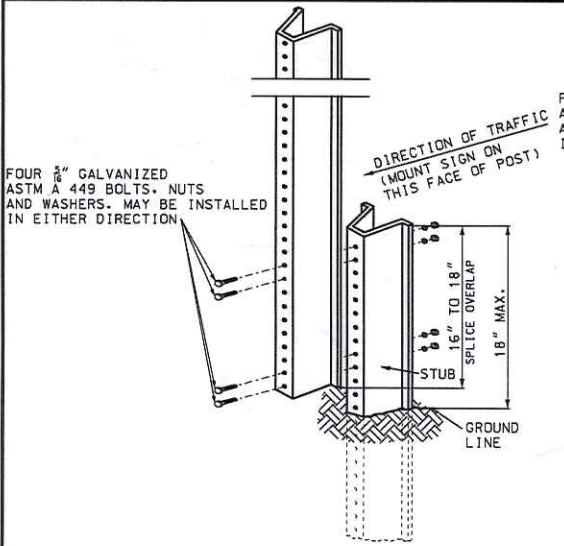
HEIGHT AND LATERAL LOCATIONS FOR POST AND PORTABLE SIGN MOUNTING

GENERAL NOTES:

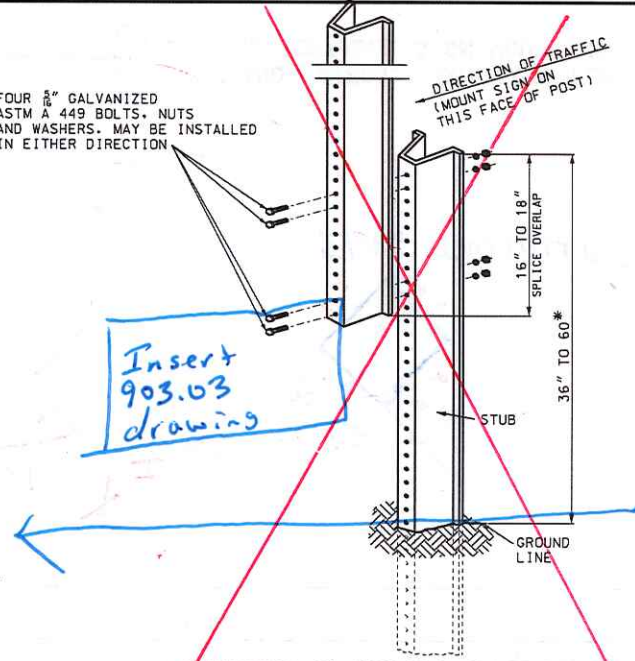
- LONGITUDINAL SPACING OF SIGNS SHOWN IN THE PLANS ARE PREFERRED MINIMUMS, BUT MAY BE ADJUSTED TO MEET EXISTING FIELD CONDITIONS WITH APPROVAL FROM THE ENGINEER.
- SIGNS SHALL NOT BE MOUNTED IN OR ON CHANNELIZERS.
- ALL POSTS AND SIGNS SHALL BE INSTALLED AND MAINTAINED IN A PLUMB POSITION.
- CONSTRUCTION SIGNS SHALL NOT BE LOCATED ON SIDEWALKS, BICYCLE LANES, OR AREAS DESIGNATED FOR PEDESTRIAN OR BICYCLE TRAFFIC.

<p>MISSOURI HIGHWAYS AND TRANSPORTATION COMMISSION</p> <p>105 WEST CAPITOL JEFFERSON CITY, MO 65102 1-888-ASK-MODOT (1-888-275-6636)</p>	<p>TEMPORARY TRAFFIC CONTROL DEVICES SIGN MOUNTING REQUIREMENTS</p>	
	<p>DATE EFFECTIVE: 07/01/2019 DATE PREPARED: 5/17/2019</p>	<p>616.10AV</p>

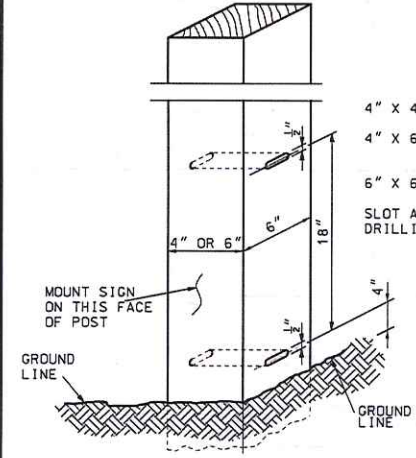
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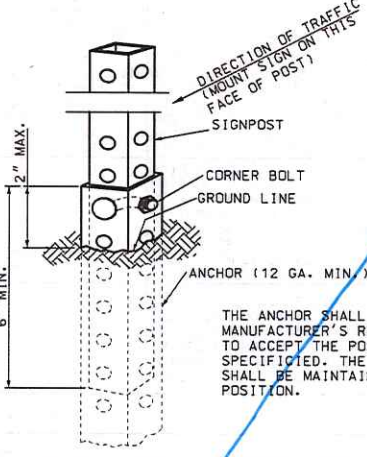
U-CHANNEL POST DETAIL



OPTIONAL U-CHANNEL POST DETAIL



WOOD POST DETAIL



PERFORATED SQUARE STEEL TUBE POST DETAIL

SIGN AREA (SQ. FT.)	POST TYPE		
	U-CHANNEL	WOOD	PERFORATED SQUARE STEEL TUBING
≤ 10	1 - 3.0 LB./FT.*	1 - 4" X 4"*	1 - 2" 12 GA.*
> 10 ≤ 16	2 - 3.0 LB./FT.	2 - 4" X 4" 1 - 4" X 6"*	2 - 2" 12 GA. 1 - 2 1/2" 12 GA.
> 16 ≤ 24	2 - 3.0 LB./FT.	2 - 4" X 6"	3 - 2" 12 GA.*
> 24 ≤ 30	3 - 3.0 LB./FT.	2 - 4" X 6"	N/A
> 30 ≤ 50	N/A	2 - 6" X 6"	N/A

* SIGNS GREATER THAN 4 FEET IN WIDTH, EXCEPT DIAMOND SHAPE SIGNS, REQUIRE TWO POSTS.
 ** REQUIRES SLIP BASE PER MANUFACTURER'S RECOMMENDATION.

USE OF SPLICE IS OPTIONAL.
 SPLICE OVERLAP SHALL BE POSITION ENTIRELY BETWEEN GROUND LINE AND 18" ABOVE GROUND LINE OR BETWEEN 18" AND 60" ABOVE GROUND LINE.
 * IF A PLAQUE IS USED, NEITHER THE SIGN NOR PLAQUE SHALL BE POSITIONED WITHIN THE SPLICE OVERLAP AREA.
 ONLY ONE SPLICE WILL BE ALLOWED PER POST.

THE SIGN POST MAY BE ATTACHED TO THE ANCHOR WITH A CORNER BOLT OR STRAIGHT BOLT PER MANUFACTURER'S SPECIFICATION.

GENERAL NOTES:
 ALL POSTS SHALL BE EMBEDDED A MINIMUM OF 3 FEET.
 AT THE ENGINEER DISCRETION A FLUORESCENT PAINT SHALL BE APPLIED HEAVILY TO BOTH SIDES OF U-CHANNEL POST STUB FOR A LENGTH OF AT LEAST 6 INCHES BELOW THE TOP OF THE STUB.



MISSOURI HIGHWAYS AND TRANSPORTATION COMMISSION
 105 WEST CAPITOL
 JEFFERSON CITY, MO 65102
 1-888-ASK-MDDOT (1-888-275-6636)

STATE OF MISSOURI
 TRAVIS E. LOSTNER
 NUMBER PE-0002
 PROFESSIONAL ENGINEER

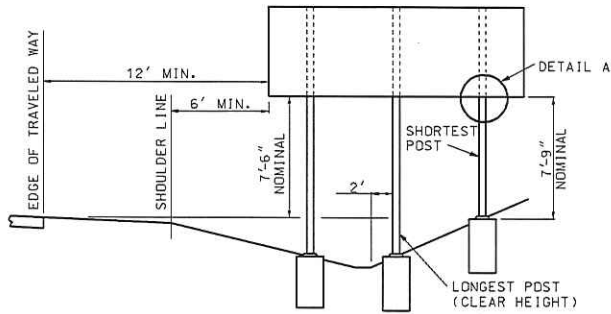
TEMPORARY TRAFFIC CONTROL DEVICES POST INSTALLATION DETAILS

DATE EFFECTIVE: 07/01/2019	616.10AV	SHEET NO. 2 OF 9
DATE PREPARED: 5/17/2019		

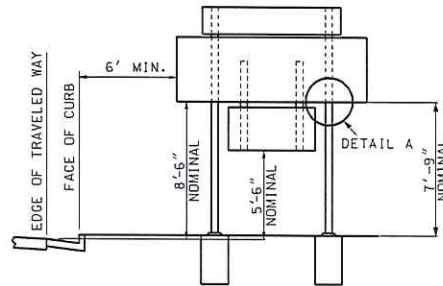
Sign Installation details shown shall apply to all posts in a multi post installation.

IF A SEAL IS PRESENT ON THIS SHEET IT HAS BEEN ELECTRONICALLY SEALED AND DATED.

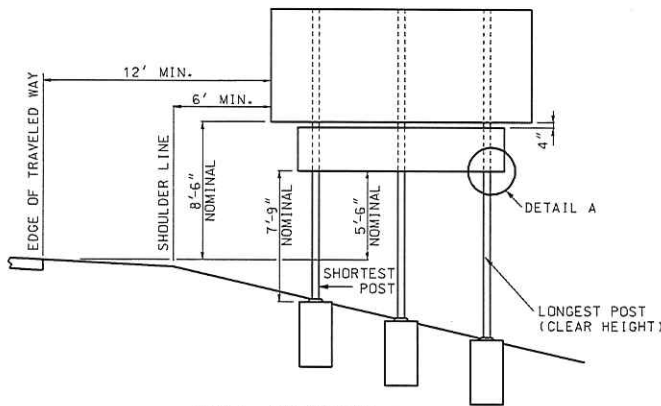
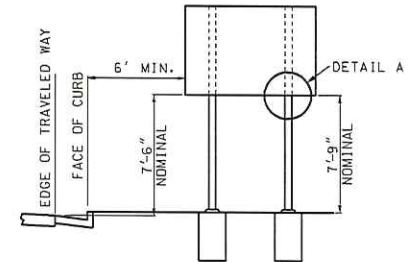
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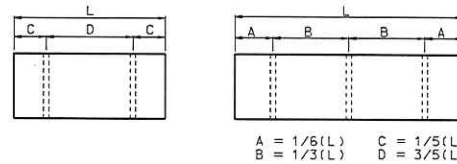
DITCH SECTION



BARRIER CURB SECTIONS



FILL SECTION



POST SPACING

*Add drawings to sheet
616.10 pg 2 of 9*

FOR POST DESIGNS NUMBERS 3, 4, 5 AND 6 HAVING WEIGHTS GREATER THAN 18LBS./FT., POSTS SHALL BE SPACED AT LEAST 7' APART.

FOR POST DESIGNS NUMBERS 1 AND 2, POSTS MAY BE SPACED LESS THAN 7' APART.

DO NOT USE THREE NUMBER 1 OR 2 POSTS FOR L LESS THAN 11'.

FOR L GREATER THAN 11' AND LESS THAN 17', 3 POSTS MAY BE USED DEPENDING ON SOIL CONDITIONS.

FOR L OF 6' TO 17' TYPICALLY USE 2 POSTS.

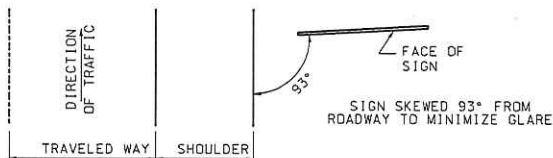
FOR L GREATER THAN 17' TYPICALLY USE 3 POSTS.

GENERAL NOTES:

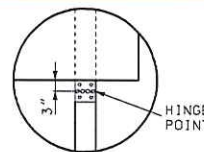
FOR GENERAL NOTES, SEE SHEET 1 OF 16.

VERTICAL CLEARANCE FROM THE ROADWAY SHALL BE MET AND INCREASED ONLY TO MEET THE 7'9" MINIMUM VERTICAL CLEARANCE FROM THE GROUND.

POST SIZE IS DETERMINED USING SIGN HEIGHT, SIGN WIDTH AND CLEAR HEIGHT. THE CLEAR HEIGHT IS EQUAL TO THE LENGTH OF THE LONGEST POST MEASURED FROM THE GROUND TO THE BOTTOM OF THE SIGN.



SIGN ORIENTATION



DETAIL A

NOTE: SEE SHEET 2 FOR FUSE PLATE DETAILS.

		MISSOURI HIGHWAYS AND TRANSPORTATION COMMISSION	
		105 WEST CAPITOL JEFFERSON CITY, MO 65102 1-888-ASK-MODOT (1-888-275-6636)	
	POST INSTALLATION DETAILS TYPICAL SECTION, MOUNTING HEIGHT AND POST SPACING WIDE FLANGE (WF) POSTS		
	DATE EFFECTIVE: 10/01/2019 DATE PREPARED: 7/18/2019	903.03BM	SHEET NO. 3 OF 16

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