

# MAPA Meeting - February 10, 2022

## Recent and Upcoming Policy Changes

1. As of January 2022, MoDOT will no longer monitor subcontractor insurance. MoDOT will however, maintain a list of approved subcontractors. These have been updated in EPG 102 and 108.


**Doing Business with MoDOT Bidding and Contract Services:**

**Bidding on Highway Construction Projects**

The Design Division is responsible for advertising, letting and awarding MoDOT's highway construction and maintenance projects. See [MoDOT's Bid Opening Information website](#).

**Prequalification of Bidders.** To bid as a prime contractor, vendors must either have a Prequalification Contractor Questionnaire (in order to bid on projects of any size) or a Contractor Questionnaire (in order to bid on only projects under \$2,000,000) approved and on file with MoDOT, along with the required documentation 7 days prior to the bid opening. Both forms can be found [online](#).

To bid as a subcontractor, vendors must be a current prime contractor or have worked as a subcontractor for MoDOT in the last 5 years and have a current Certificate of Insurance on file. If the vendor is neither, they must follow [the online process to become approved](#).



Old versions of EPG 102 and 108.1.1

5. Verify that the requested subcontractor is an approved MoDOT subcontractor, has current insurance, and is qualified as a DBE (if the DBE box is checked). If the Insurance Expires (GENDATE06) field in AASHTOWare Project is not populated or is expired, the subcontractor should not be approved and a current certificate of insurance should be requested from the prime contractor. If the subcontractor is not listed in the [MoDOT Contractors database](#), the subcontractor is not to be approved until they complete their registration. Refer unapproved subcontractors to [How to Become a MoDOT Subcontractor](#). If the requested subcontractor is performing a Professional Service, refer to the Professional Service article for exceptions to insurance and registration requirements.

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**Subcontracting.** Prime contractors use subcontractors for numerous elements of an individual contract. On each contract, a prime contractor may propose to MoDOT the subcontractor(s) needed for an individual contract. Although MoDOT has no contractual relationship with subcontractors, MoDOT maintains a review and approval process for proposed subcontractor utilization. This process is included in [EPG 108 Prosecution and Progress](#). MoDOT also maintains a listing of subcontractors that are approved for use on Commission contracts as a convenience to the contracting community. To be included on this listing, a contractor is required to [submit information for review](#).



New versions of EPG 102 and 108.1.1

5. Verify that the requested subcontractor is on the approved [MoDOT Subcontractor List](#) and is qualified as a DBE (if the DBE box is checked). Refer unapproved subcontractors to the [Perform Subcontracting Work webpage](#). If the requested subcontractor is performing a Professional Service, refer to [EPG 108.1.4 Professional Service](#).

2. Sec. 101.2 Definition of Terms has been updated to include June 19th Juneteenth as a state recognized holiday. This is not a holiday when road work is suspended but be mindful of possible increased traffic volumes. This is effective April 1, 2022.

**Holidays.** Missouri public legal holidays are:

January 1 - New Year's Day  
Third Monday in January - Martin Luther King Day  
February 12 - Lincoln's Birthday  
Third Monday in February - President's Day  
May 8 - Truman's Birthday  
Last Monday in May - Memorial Day  
June 19 - Juneteenth  
July 4 - Independence Day  
First Monday in September - Labor Day  
Second Monday in October - Columbus Day  
November 11 - Veterans Day  
Fourth Thursday in November - Thanksgiving Day  
December 25 - Christmas Day

3. Sec. 109.14 Pric adjustment for Fuel has been revised to clarify fuel adjustments to not apply to fixed cost items in job order contracts. This is effective April 1, 2022.

**109.14 Price Adjustment for Fuel.** If the contractor accepts the option for fuel adjustment in the bid proposal, the method of price adjustment for the fuel used on the items of work specified herein will be based on "Fuel Usage Factors". The following table specifies the fuel usage factors for Production and On-Road Hauling. The On-Road Hauling Factor is based on an average 30-mile round trip and will be used regardless of the actual haul distance. Price adjustment for fuel does not apply to fixed-cost items listed in Job Order Contracts.

4. Sec. 206.4.14 was added for defining the expectations of culvert cleanouts. Sec. 206.6.10 was revised to clarify there is no additional payment for video inspections when cleaning out culverts. This is effective April 1, 2022.

206.4.14 Culvert Cleanout. When cleanout of a culvert is specified, all silt, trash, rocks, broken concrete and any other debris shall be removed for the entire limits such that flow in the culvert is restored to full capacity. If a manual inspection cannot easily be made due to bends in the culvert, or excessive length, the contractor shall provide the engineer with a video inspection recording in accordance with Sec 724.3.4.

**206.6.10** Any material excavated in cleaning out culverts ~~to be used in place~~ will be paid for at the contract unit price per each structure. However, only the initial excavation will be paid for, and any subsequent cleaning required prior to final acceptance shall be done at the contractor's expense. No additional payment will be made for the video inspection, when required.

5. Sec. 413.10.5.1 Testing, the testing requirements for microsurfacing aggregate has been revised to require QC testing once per day for Grade A aggregate and once per activity for Grades B and C aggregate. This aligns with the ITP. This is effective April 1, 2022.

**413.10.5 Construction Requirements.**

**413.10.5.1 Testing.** Field testing shall be conducted in accordance with MoDOT’s Quality Management Inspection and Testing Plan (ITP) for the grade of micro-surfacing specified in the contract, specifically as follows:

Parameter or Procedure	AASHTO Method	Micro-surfacing Grade	Minimum Testing Frequency	
			Contractor QC	MoDOT QA
Aggregate Gradation Control	T27 & T11	Grade A	1 per <del>500</del> tonsDay	1 per Activity
		Grade B or C	1 per DayActivity	1 per Activity

All other testing requirements listed in the ITP shall be followed.

6. JSP-02-06 Work Zone Traffic Management has been revised by the Transportation System Management and Operations (TSMO) work zone team. The revisions better clarify the traffic management plan is included in the electronic deliverables for the work zone specialist to review; TMC coordination; and additional CMS communication requirements. This is effective April 1, 2022.

**SECTION 2.6 BELOW WILL BE USED FOR ALL PROJECTS THAT INCLUDE A TRANSPORTATION MANAGEMENT PLAN (TMP) IN ACCORDANCE WITH EPG 616.14.10. THE TMP WILL BE INCLUDED IN THE ELECTRONIC DELIVERABLES AND SUBMITTED WITH YOUR PS&E.**

**2.6 Transportation Management Plan.** The contractor Work Zone Specialist (WZS) shall review the Transportation Management Plan (TMP), found as an electronic deliverable on MoDOT's Online Plans Room and discuss the TMP with the engineer during the preconstruction conference. Throughout the construction project, the WZS is responsible for updating any changes or modifications to the TMP and getting those changes approved by the engineer a minimum of two weeks in advance of implementation. The WZS shall participate in the post construction conference and provide recommendations on how future TMPs can be improved.

**SECTION 2.7 BELOW WILL BE USED FOR ALL INTERSTATES AND ANY OTHER ROUTES DEEMED AS CRITICAL WITHIN THE KANSAS CITY AND ST. LOUIS DISTRICTS. EITHER THE KANSAS CITY (KC SCOUT) OR THE ST. LOUIS (GATEWAY GUIDE) TRAFFIC MANAGEMENT CENTER (TMC) COVERS ALL INTERSTATE ROUTES 24 HOURS A DAY, 365 DAYS OF THE YEAR. EACH TMC IS FULLY STAFFED AND HAS CONTROL OF BOTH URBAN AND RURAL DYNAMIC MESSAGE SIGN BOARDS THAT ARE CRITICAL TO PUBLIC TRAVELER INFORMATION AND PUBLIC SAFETY. OZARKS TRAFFIC MANAGEMENT CENTER IS AVAILABLE AT CERTAIN HOURS IN THE SW DISTRICT AND SHOULD BE CONSIDERED WHEN WORKING IN THAT REGION.**

**2.7 Traffic Management Center (TMC) Coordination.** The Work Zone Specialist (WZS) or their designee shall contact by phone the MoDOT Traffic Management Center (KC Scout TMC at #816-347-2250 or Gateway Guide TMC at #314-275-1513) within five minutes of a lane or ramp closure beginning and within five minutes of a lane or ramp closure being removed. The WZS shall make this phone call 24 hours a day, 365 days of the year since the MoDOT Traffic Management Centers are always staffed.

**4.1** When a changeable message sign (CMS) is provided, the contractor shall use the CMS to notify motorists of future traffic disruption and possible traffic delays one week before traffic is shifted to a detour or prior to lane closures. The CMS shall be installed at a location as approved or directed by the engineer. **If a CMS with Communication Interface is required, then the CMS shall be capable of communication 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.

## 7. General Provision - Training Provision has been updated in its entirety. (pages 5 - 9) This is effective April 1, 2022.

### TRAINING PROVISION

**1.0 Description.** This provision supplements subparagraph 7e of the Contract Provision entitled, "Standard Federal Equal Opportunity Construction Contract Specification ", and in the implementation of CFR Part 230, Subpart A, Appendix B.

**2.0 Purpose.** It is the policy of MoDOT to require full utilization of all available training and skill-improvement opportunities to assure the increased participation of minority groups, disadvantaged persons and women in all phases of the highway construction industry. The intent of the On the Job Training Program is to recruit entry-level individuals, when feasible, and provide them with meaningful training intended to lead to journey-level employment. MoDOT and its sub-recipients, in carrying out the responsibilities of a federally assisted contract, shall determine which federal-aid construction contract shall include "Training Special Provisions." Under the Training Special Provisions, the Contractor shall make every reasonable effort to enroll minority, disadvantaged persons and women trainees to the extent such persons are available within a reasonable recruitment area. This training provision is not intended, and shall not be used to discriminate against any applicant for training.

**2.1** The Contractor is hereby advised that it is no excuse for a union, with which the Contractor has a collective bargaining agreement providing for exclusive referral, to fail to refer minority and female employees (23 CFR 230.411(e)(1)). Contractors are hereby made aware that if union referral practices prevent the contractor from meeting the EEO requirements, the contractor should make written notification to MoDOT's External Civil Rights Division (ECR) immediately. Furthermore, the FHWA's Form FHWA-1273 EO bid conditions are to be included in the Contractor's affirmative action plan (AAP). The EEO bid conditions specifically state, "In the event the union is unable to provide the contractor with a reasonable flow of minority and women referrals within the time limit set forth in the collective bargaining agreement, the Contractor will, through independent recruitment efforts, fill the employment vacancies. Unions are not allowed to discriminate based on race, color, national origin or sex, union membership or non-membership, or domicile.

**2.2** Contractors can sometimes demonstrate that they referred minorities and women to the unions for referral back to them, or the Contractors can demonstrate efforts made to request minorities and women from the union when they see their work force is deficient in certain construction trades. These efforts should be documented and will be verified by MoDOT.

**3.0 Program Administration.** All training goals, including the number of training hours, on federally funded projects are to be established by the External Civil Rights Division with Federal Highway Administration (FHWA) oversight. The following guidelines will be utilized in selecting projects and determining the goal to be set:

- a. Availability of minorities and women for training
- b. The potential for effective training.
- c. Duration of the contract (number of working days)
- d. Dollar value of the contract
- e. Total normal work force that the average bidder could be expected to use.
- f. Geographical location.
- g. Type of work.
- h. The need for additional journeymen in the area.
- i. The need to correct underutilization of minorities and females in specific trades.
- j. A satisfactory ratio of trainees to journeymen expected to be on the contractor's workforce during normal operations (considered to fall between 1:10 and 1:4).
- k. Recognition of the suggested minimum goal for the State

**3.1** Trainee goals will be set in 1,000 increments or 1 slot (person) per 1,000 hours per project. For example, if the trainee goal on the project is 2,000 hours a maximum of 2 trainees will be approved for the project. In the event a trainee leaves the project for valid reasons the trainee shall be replaced as soon as possible. **No apprentice/trainee can be assigned less than 500 hours on a contract.** MoDOT will not assign training on contracts that will not support the 500 hours. **Providing less than 500 hours is not considered to be beneficial training nor helping to achieve journey-level status. Therefore, a trainee/apprentice, regardless of craft, must have been trained on the contract for at least 500 hours to be eligible for reimbursement.** Upon reaching the 500 hours, the contractor will be compensated as noted herein. FHWA and MoDOT will only approve training programs meeting the requirements of the Training Special Provisions (TSP). A program will be approved if it is reasonably calculated to meet the equal employment opportunity obligations of the Contractor and to qualify the average trainee for journeyman status in the classification concerned by the end of the training period. Furthermore, apprenticeship programs registered with the U.S. Department of Labor, Bureau of Apprenticeship and Training, or with a State apprenticeship agency

recognized by the Bureau and training programs approved but not necessarily sponsored by the Department of Labor, Manpower Administration, Bureau of Apprenticeship and Training will also be considered acceptable provided it is being administered in a manner consistent with the equal employment obligations of Federal-aid highway construction contracts.

**3.2** No individual shall be employed as a trainee in any classification in which they have successfully completed a training course leading to journeyman status or in which the individual has been employed as a journeyman. The Contractor shall satisfy this requirement by including appropriate questions in the employee application or by other suitable means. It is the Contractor's responsibility to verify that the individual has not been trained or worked at the journey level and their records shall document the findings. Training under the TSP should only be directed toward those trades where underutilization/under representation exists. Flagging/traffic control programs are not considered as meeting the intent of the TSP. However, other programs that including flagging training will be approved if the flagging portion is limited.

**3.3** The OJT Program is only intended to be utilized if the contractor is failing to attain the affirmative action goals in its contract, which are determined by the county the project is located. The affirmative action goals are broken down by minority and female goals. If the contractor is meeting or exceeding the minority and female goals in all crafts being utilized on the project, then the OJT requirements are not applicable. If the contractor is not obtaining the minority and female goals in each craft, then the OJT goal will be depended upon the actual participation achieved and the authentic contract as outlined in the contract.

**4.0** Approval Process. Any trainee submitted to fulfill the OJT requirement must be in a registered training program. Acceptable training programs include:

- a. BAT Programs – Apprenticeship programs approved by the U.S. Department of Labor, Bureau of Apprenticeship and Training.
- b. Any other program, such as the Missouri Manpower Programs, which have been approved by FHWA and MoDOT on an annual basis.

**4.1** Submittal of the TRAINEE NOTIFICATION – After the training plan has been approved, the Trainee Notification Form should be submitted within 30 days of the trainee commencing work on the project. It is the intention of these provisions that training is to be provided in the construction crafts rather than clerk-typists or secretarial-type positions. Training is permissible in lower level management positions such as office engineers, estimators, timekeepers, etc., where the training is oriented toward construction applications. Training in the laborer classification will be permitted only with the approval of the External Civil Rights Division. Some offsite training is permissible as long as the training is an integral part of an approved training program and does not comprise a significant part of the overall training. Reimbursement to the Contractor for off-site training as indicated above may only be made when the Contractor does one or more of the following and the trainees are concurrently employed on federal-aid projects:

- Contributes to the cost of the training.
- Provides the instruction to the trainee.
- Pays the trainee's wages during the off-site training period.

**5.0 Good Faith Efforts (GFE), Substantial Compliance** – Although the OJT Program is specifically designed to increase minority and female participation on federal aid highway construction projects where underutilization exists, it is not intended to be discriminatory. Contractors and subcontractors may utilize a non-minority male apprentice/trainee if sufficient documented good faith efforts are taken to fill the specific training position with either minorities or females. The Contractor shall enroll minorities, women or economically disadvantaged individuals, where possible, and document their good faith efforts, prior to the hiring of non-minority males not identified as economically disadvantaged. The Contractor may suggest that a subcontractor fulfill a portion of the contract work. However, he/she shall determine how many, if any, of the trainees are to be trained by the subcontractor, and secure approval from MoDOT. Never the less, the Contractor shall retain the primary responsibility for meeting the training requirements imposed by this Special Provision. The Contractor shall apply the requirements of this Training Special Provision to such subcontracts. Where feasible, 25% of apprentice or trainees in each craft shall be in their first year of apprenticeship training. The Contractor shall be aware that even if a trainee has been previously approved to work on a prior MoDOT project, that trainee may not be approved on future projects if the trainee is not in their first year of apprenticeship training.

**5.1** A good faith effort requires that the Contractor furnish evidence of their systematic and direct recruitment efforts through the use of public and private sources likely to yield minorities and females. The following example represents one element of good faith efforts: The Contractor must submit letters that are project specific ( project location, how long it will last, type of pay) and targeted for the crafts utilized and must be sent to Community Based Organizations (CBOs) (two or three that are likely to refer minorities or females), and unions/apprenticeships (if union shop). The letters must be forwarded prior to job startup to alert CBOs to the possibility of the Contractor needing assistance finding minorities and females. These letters should be ongoing and

targeted when the Contractor needs assistance in locating minorities and/or females in a specific craft. The Contractor's letters should also address anything the Contractor has done to hire minorities and/or females as well as files including employee referrals. The Contractor in his or her letter must request a response and the Contractor must note the results of the Contractor's request for assistance. Good faith efforts must be two-way communications with documented results. If a union contractor, contact the union first, then any and all other resources to include two or three CBOs.

**5.2** The Contractor shall, upon request, be able to provide documentation of written solicitations to the unions, local or regional community action agencies, or other sources likely to refer minorities or women.

Such efforts may be considered good-faith efforts if they were results oriented. If the Contractor's efforts are repetitive mechanical exercises that have never produced a referral or are "stuffing" - that is copies of letters not sent, then the non-productive activity cannot be considered to have been made in good faith. If, however, the Contractor can demonstrate that it employed referrals from the sources contacted on prior occasions and some efforts were not productive due to the lack of availability from usually dependable and responsive sources, then the non-productive effort can be considered good faith. In the absence of reasonable representation in any craft, the Contractor should be able to provide proof of its having requested referrals of minorities and women (i.e., records of telephone requests, including dates and times, persons talked with, and for which crafts minorities and women were requested). Letters should be detailed and include the type of vacancy to be filled, location of the project, potential employment opportunities with the company, and current as it relates to the specific job opportunity(ies).

**5.3** All sources relied upon by the Contractor in advertising for vacancies and recruiting employees, especially those that resulted in referrals and employment should be identified and reported. Lists of minority organizations and other recruiting sources that have not been used or which have not been used recently or which if used have never referred anyone for employment should not be considered to meet the good faith effort test. All efforts reported by the Contractor to contact recruiting sources will be verified with the recruiting source listed. Contractors often send these recruiting sources "form" letters indicating they are under contract for a federal project. To be considered valid, recruitment letters should be specific. For example, recruitment letters should specify the positions for which referrals are sought, the number of employees needed, position requirements, estimated dates, who to contact, wage/salary range, and other information sufficient to elicit interest and references of potential employees. Form letters without specific information will not be considered good-faith efforts.

**5.4** The terms and conditions of employment practiced by the Contractor should be explored to allow the Contractor the opportunity to demonstrate whether there is adequate representation of minorities and women throughout the life of the contract.

**5.5** While it is the Contractor's prerogative to select who will be hired, recalled, rehired, or name requested, it is also the Contractor's responsibility to ensure equal employment opportunity for minorities and women.

**5.6** The hours of minority and female employment and training should be substantially uniform throughout the length of the contract, and in each trade, and the Contractor is required to make a good faith effort to employ minorities and women evenly on each project when there are opportunities to do so. The Contractor should not wait to hire minorities and women at the "eleventh hour" or "bicycle" employees from project to project.

**5.7** In the event the External Civil Rights Division denies the Good Faith Effort (GFE) submitted by the contractor, the contractor shall have the right to an Administrative Reconsideration Hearing. The request for an administrative reconsideration hearing must be made within seven (7) days of the receipt of the denial letter. The Administrative Reconsideration Committee may be constituted, as MoDOT deems appropriate and fair, provided that no committee member on the Reconsideration Committee shall have taken part in the original MoDOT determination that the contractor failed to meet the OJT contract goal and/or failed to make adequate good faith efforts to do so.

**5.8** If the Administrative Reconsideration Committee does not find the contractor met the OJT contract goal, and/or does not find that the contractor made adequate and sufficient good faith efforts to do so, then The Administrative Reconsideration Committee will recommend that liquidated damages as outlined in the non-compliance sanctions section below be carried out. If the Administrative Reconsideration Committee does find that the contractor has met a good faith effort (GFE), then no liquidated damages will be assessed.

**6.0 Economically Disadvantaged Verification.** When a contractor submits a trainee who is economically disadvantaged the following information should be submitted with the trainee notification to verify this status:

The previous year's tax return verifying the individual's income is less than the federal poverty guidelines, or  
Verification of enrollment in any government issued entitlement programs.

**7.0 Beneficial Training.** MoDOT will ensure its contractors provide on-the-job training aimed at developing or contributing to full journey level status in the type of trade(s) involved. Training shall be consistent with the trainee/apprentice program. Training tasks will be consistent with the approved trade classification for the specific contract. The Contractor shall furnish the

trainee a copy of the program the Contractor will follow in providing the training. The Contractor shall provide each trainee and Resident Engineer documentation showing the type and length of training that will be completed include classroom and on-the-job hours. This includes providing information on the monthly trainee report and trainee notification as to the total working and classroom hours the trainee/apprentice has completed to date.

**8.0 Training Reimbursement Process.** Except as otherwise noted herein, the Contractor will be reimbursed \$10.00 per hour of training given an employee on this contract in accordance with an approved training program.

**8.1** Reimbursement will be made at the end of the project, once all trainee hours have been submitted, as well as the trainee summary. The Contractor will be reimbursed for hours each trainee has attained on the project, with the minimum hours for reimbursement eligibility being 500. Contractors will be reimbursed in instances where the OJT goal is met as well as if a Good Faith Effort is made to meet the goal. Reimbursement will not be made if the OJT goal was not met and the contractor did not make a Good Faith Effort to meet the goal.

**8.2** Training will not be reimbursed if the Contractor fails to provide beneficial training. This includes only partially meeting the training goal on the project.

**8.3** A request may be submitted to the External Civil Rights Division to increase the Training Hours assigned to a contract. Approval of such requests by the External Civil Rights Division will be granted on a case-by-case basis.

**8.4** The Contractor is eligible to be reimbursed the total OJT hours assigned to the project once those hours have been fulfilled. For any hours achieved beyond the goal, the contractor must request this additional reimbursement from the ECR Division, and, with concurrence from the Resident Engineer, the contractor is then eligible to receive reimbursement of hours achieved beyond the goal, either 25% of hours over the goal or 500, whichever is less. Outlined below is the maximum overrun reimbursements:

<u>OJT Goal</u>	<u>Hours Achieved</u>	<u>Payable Hours</u>
1,000	1,250	1,250
2,000	1,500	1,500
3,000+	1,501+	1,500

**9.0 Monitoring.** MoDOT will monitor contractors to ensure trainees and apprentices are receiving beneficial training in the type of trades submitted. Training shall be consistent with the training program or those OJT Programs the FHWA and MoDOT have approved.

**9.1** It is normally expected that the trainee/apprentice will begin training on the project as soon as possible, utilizing the skills involved and remaining on the project as long as training opportunities exist in the work classifications or until the completion of the training program.

**9.2** Project Office staff will periodically interview trainees to determine:

- Whether apprentice/trainee is receiving training in designated craft
- Workplace environment
- If trainee/apprentice is experiencing problems on the job site
- If the apprentice/trainee is being treated fairly

**9.3** MoDOT monitors contracts with training through onsite visits, monthly training reports and construction reports. These reports are generated by the Contractor and are to be disseminated to the Project Office. If there are problems, the External Civil Rights Division will contact the Contractor to address the deficiencies.

**9.4** Trainees will be paid at the rate set by the training program. The appropriate minimum journeyman's rate paid cannot be less than the amounts set out in the 23 CFR Subpart A, Appendix B. For example, at least 60 percent of the appropriate minimum journey person's rate specified in the contract for the first half of the training period, 75 percent for the third quarter of the training period and 90 percent for the last quarter of the training period. The appropriate rates approved by the Department of Labor or Transportation in connection with the existing programs shall apply to all apprentice or trainees being trained for the same classification who are covered by the Training Special Provision.

**10.0 Reports.** The Contractor shall provide for the maintenance of records and furnish monthly reports documenting the Contractor's performance under this provision. All trainee notifications must be submitted within 30 days of the trainee's start date. If a trainee has been previously approved by MoDOT, the Contractor must still notify MoDOT of the name of the individual(s) and proposed craft the trainees will be trained in, as well as indicate which project the trainees will be working on.

The trainee notifications or listing of the proposed trainees must be submitted via fax, mail or electronically to the ECR Division. If the Contractor fails to submit the trainee notification or list of proposed trainees prior to the onset of the project, the Contractor will be subject to the sanctions as outlined in this OJT TSP. All sections in the monthly reports shall be completed and the report submitted to the project office by the 15<sup>th</sup> of the following month.

**11.0 Non-Compliance Sanctions.** Progress payments shall be withheld for failing to comply with all OJT Program requirements unless MoDOT accepts Good Faith Efforts.

**11.1** If the training hours have not been obtained and a GFE has not been displayed upon project completion, the Contractor will be assessed liquidated damages in the amount of \$20.00 per hour for those hours not realized. For instance, if the project goal was 1,000 hours and only 450 hours were met, then liquidated damages would be assessed at  $550 \times \$20.00 = \$11,000.00$ .

**11.2** If the External Civil Rights Division approves a GFE, then liquidated damages will not be assessed. An approved GFE along with the minimum 500 training hours will result in reimbursement for the applicable hours.

**11.3** If the Contractor does not achieve the full OJT goal, they will not receive partial credit for hours completed under 500 per trainee. For instance, if the goal on the project was 1,000 hours and only 450 were convened, then no reimbursement will be given for any hours fulfilled. If the goal on the project is 2,000 hours and only 1,500 hours are completed and no GFE is demonstrated, the contractor will receive credit for the 1,500 hours and also be assessed liquidated damages in the amount of the 500 hours that there were not met.

**11.4** In the event the Contract exceeds the trainee goal on the project, the Contractor must submit a request to ECR to obtain an extension of hours. The maximum amount of hours beyond those enumerated in the contract cannot exceed 25% per 1,000 hours, with a maximum of 500 hours eligible for reimbursement beyond the goal. This extension is subject to the **advance** approval of the ECR Division, and concurrence from the Resident Engineer.

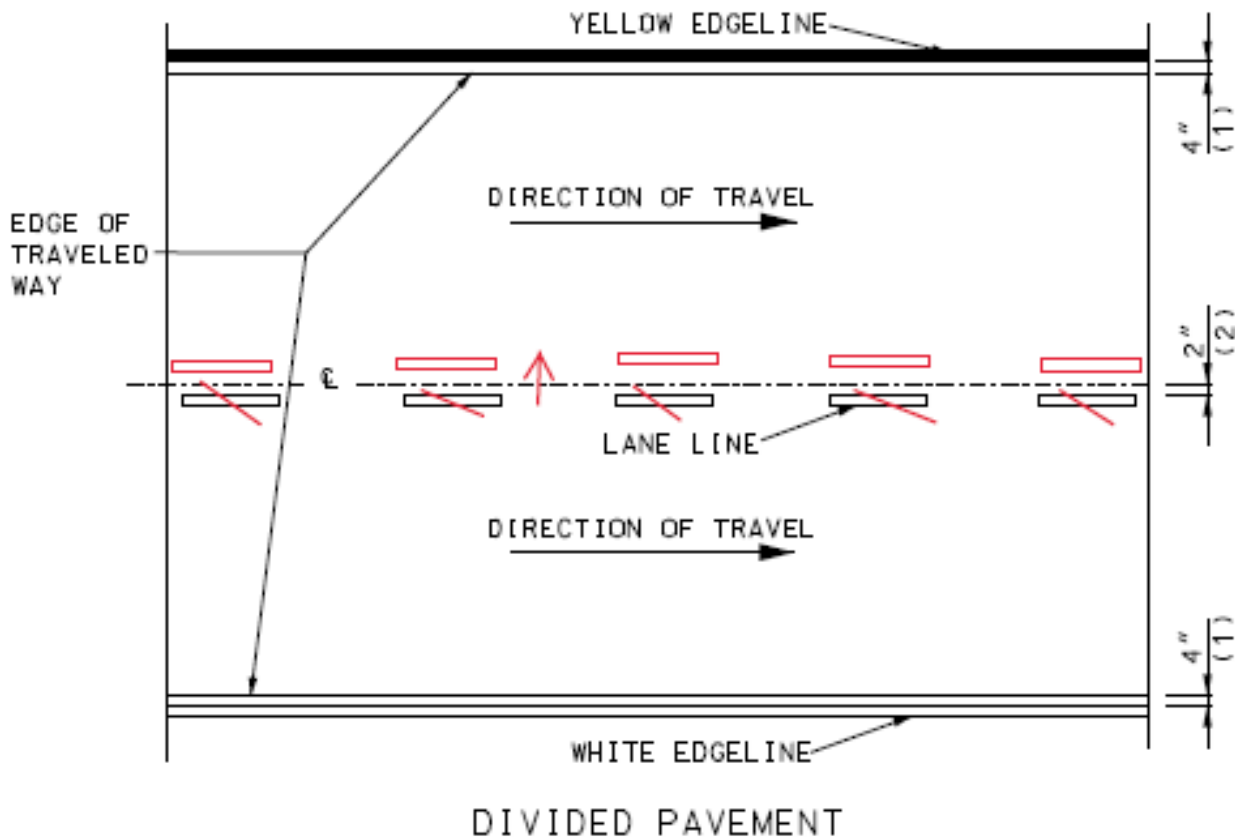
**11.5** Trainee reports must be submitted following the last pay period of the month, no later than the 15<sup>th</sup> of the following month. Failure to timely submit the reports, hours completed during that month could result in hours not being credited. In the cases of voluntary or involuntary trainee termination or when the trainee completes the hours specified in the program, the contractor must complete the trainee completion form within 30 days. The Contractor's failure to submit the proper reports in a timely manner may result in the loss of reimbursement for the training hours for that month

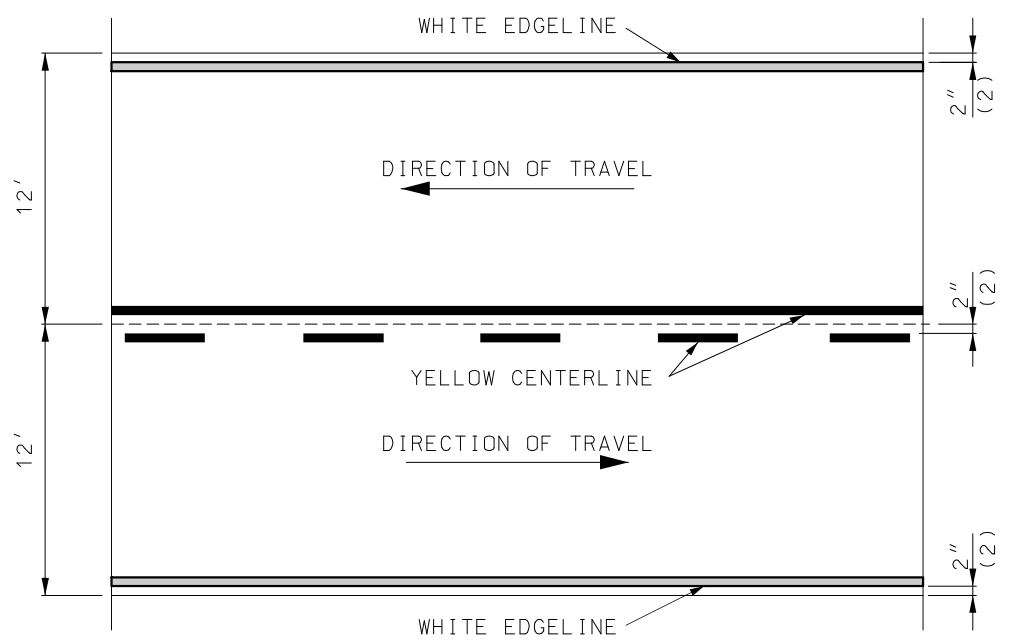
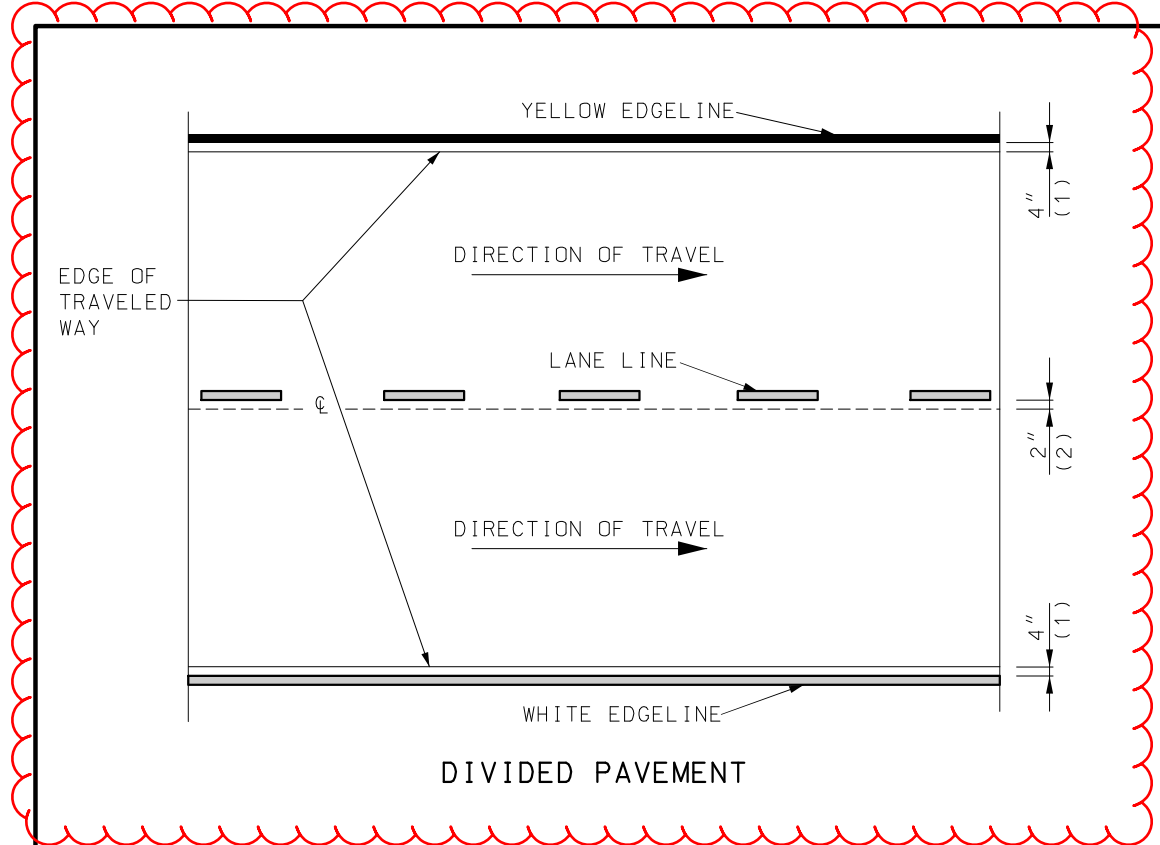
**11.6** Failure to satisfactorily comply with the OJT requirements will also be reflected in the contractor's performance evaluation.

8. General Provision - E-Construction has been updated to allow notarized documents to be submitted electronically through an Electronic Notary. This is effective April 1, 2022.

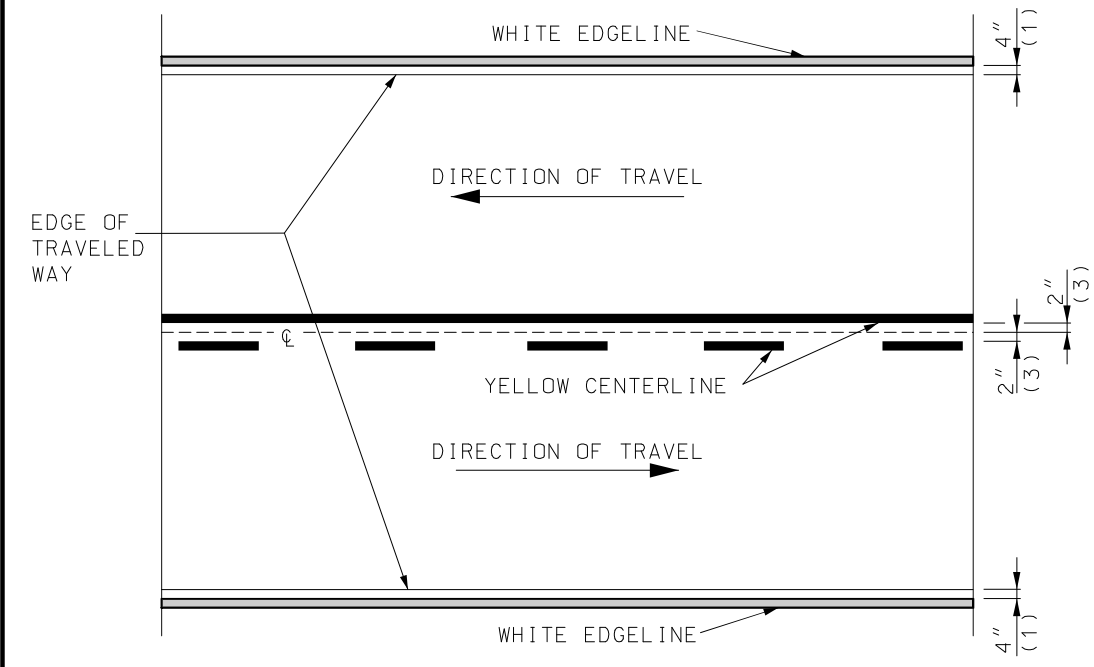
~~2.2-2.2 Documents that require notarization, such as the Affidavit for Compliance with the Prevailing Wage Law and the Contractor's Affidavit Regarding Settlement of Claims (Form C-242), may be submitted either through an Electronic Notary, or on the original form in a paper medium sealed with the notary attestation. require a notarization and therefore must be submitted on paper.~~

9. Std. Plan 620.00 sheet 3 of 6, has been updated to move the lane line to the left of the centerline joint for divided roadways, and provided gray shading to the white pavement marking lines for better contrast (see next page). This is effective April 1, 2022.

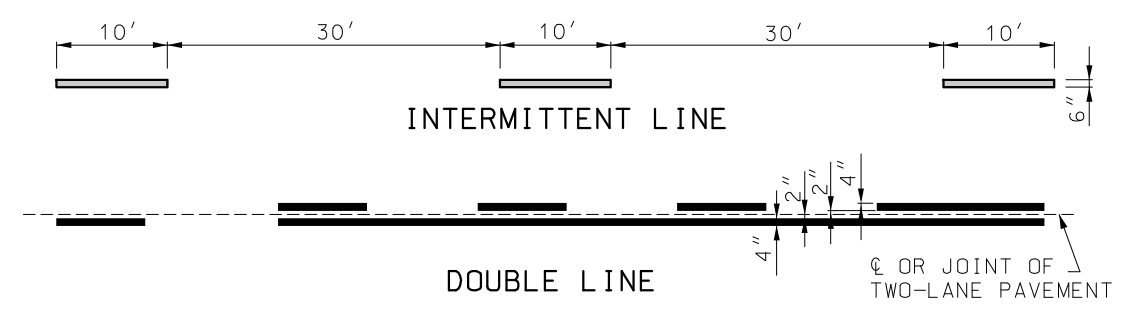




**TWO-LANE TWO-WAY  
TYPICAL STRIPING OFFSETS  
WITHOUT RUMBLE STRIPES**

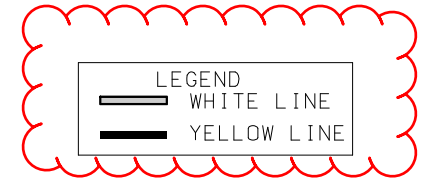


**TWO-LANE TWO-WAY  
TYPICAL STRIPING OFFSETS  
FOR RUMBLE STRIPES**



**INTERMITTENT LINE**

**DOUBLE LINE  
LINE DETAIL**



- (1) OFFSET FROM EDGE OF TRAVELED WAY (TYP.)
- (2) OFFSET FROM JOINT (TYP.)
- (3) OFFSET FROM CENTERLINE (TYP.)

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

STATE OF MISSOURI  
 TRAVIS D. KOESTNER  
 NUMBER PE-30042  
 PROFESSIONAL ENGINEER  
 THIS SHEET HAS BEEN SIGNED, SEALED AND DATED ELECTRONICALLY.

**PAVEMENT MARKING**

DATE EFFECTIVE: 04/01/2022	620.00N	SHEET NO. 3 OF 6
DATE PREPARED: 1/19/2022		

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