

MAPA Meeting - August 9, 2022

Recent and Upcoming Policy Changes (effective October 1, 2022 unless otherwise noted)

1. EPG 616, Sec. 616.5, Sec. 1063, and Std. Plan 616.10 have all been updated to remove Temporary Warning Lights from work zone devices. An example of the standard plan is at the end of this document.

~~616.5.2.3 Type A, Type C, and Sequential lights shall be visible on a clear night from a distance of 3,000 feet (2). Type B lights shall be visible on a sunny day when viewed without the sun directly on or behind the device from a distance of 1,000 feet (2).~~

~~Length of time that instantaneous intensity is equal to or greater than effective intensity:~~

~~This visibility~~ **Visibilities** must be maintained within a solid angle 9-degrees on each side of the vertical axis, and 5-degrees above and 5-degrees below the horizontal axis.

Sequential flashing warning lights shall be placed within the merging taper and be able to communicate with other lights with the sequence. The lights should be capable of being spaced at least 60 feet apart with an offset capability of at least 6 feet.

Warning lights shall be battery- or solar-powered and consist of a single unit (head and housing).

2. The General Provisions have been updated with a revision to the Disadvantaged Business Enterprises (DBE) Program Requirements and COVID-19 Safety has moved from the Supplemental JSP to the General Provisions. There were no changes to the COVID-19 Safety language.

9.0 Designation of DBE firms to perform on contract. The bidder states and certifies that the DBE participation information submitted in the bid or within the contract designated time is true, correct and complete and that the information provided includes the names of all DBE firms that will participate in the contract, the specific line item (s) that each DBE firm will perform or partially perform, and the creditable dollar amounts of the participation of each DBE. The specific line item must reference the MoDOT line number and item number contained in the proposal. The bidder further states and certifies that the bidder has committed to use each DBE firm listed for the work shown to meet the DBE contract goal and that each DBE firm listed has clearly confirmed to the bidder that the DBE firm will participate in and perform the work, with the DBE's own forces.

- (a) The bidder certifies the bidder's understanding that as the contractor on a contract funded in whole or in part by USDOT federal funds, the bidder may not unilaterally terminate, substitute for, or replace any DBE firm that was designated in the executed contract, in whole or in any part, with another DBE, any non-DBE firm or with the contractor's own forces or those of an affiliate, without the prior written consent of MoDOT. The bidder understands it must receive approval in writing from MoDOT for the termination of a DBE firm, or the substitution or replacement of a DBE before any substitute or replacement firm may begin work on the project in lieu of the DBE firm participation information listed in the executed contract. Unless MoDOT's written consent is provided as outlined above, the bidder shall not be entitled to any payment of work or material unless it is performed or supplied by the listed DBE.

3. This revision to Sec. 109.15.1 reaffirms the intent of the specification to keep AC adjustments in sync with payments estimates.

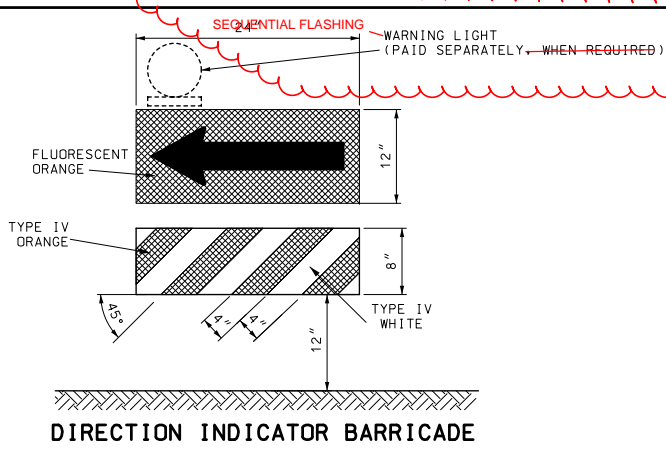
109.15.1 Asphalt Cement Price Index. Adjustments will be made to the payments due the Contractor for any plant mix bituminous base, plant mix bituminous pavement, plant mix bituminous surface leveling, asphaltic concrete pavement and ultrathin bonded asphalt wearing surface that contains performance graded (PG) asphalt binder when it has been determined that the Monthly Asphalt Index for the month prior to placement of the asphalt mixture has fluctuated from the Monthly Asphalt Index for the month the project was let. The Monthly Asphalt Index shall be established for each calendar month as the average of the midpoint selling prices of PG64-22 for St. Louis and Kansas City, Missouri areas, as published by Poten and Partners Inc. in the Asphalt Weekly Monitor®, on the first Monday preceding the date of the normal monthly MoDOT letting. For months when there is no normal monthly letting, the published price on the third Monday of that month shall be used for the Monthly Asphalt Index. Special lettings shall have no effect on determining the Monthly Asphalt Index. The asphalt base index shall be the Monthly Asphalt Index for the month of the bid opening. For calculation of the price adjustment, any asphalt placed on the first day of a month will **generally be considered as be included with the asphalt** placed the previous month **in order** to keep price adjustments in sync with **the MoDOT's normal** payment estimate period schedule. **The Commission reserves the right to include asphalt placed on the first day of the month with the current month to accommodate financial accounting termini, such as the beginning of state and federal fiscal years (July 1 and October 1).**

4. Sec. 403.15 has been revised to remove the pneumatic tire roller requirement when compacting asphaltic concrete pavement.

403.15 Compaction. After the asphaltic mixture has been spread, struck off and surface irregularities adjusted, the asphaltic mixture shall be compacted thoroughly and uniformly by rolling to obtain the required compaction while the mixture is in a workable condition. Excessive rolling, to the extent of aggregate degradation, will not be permitted. ~~A pneumatic tire roller shall be used as the initial or intermediate roller on any course placed as a single lift, as a wedge or leveling course.~~ Rollers shall not be used in the vibratory mode when the mixture temperature is below 225 F. When warm mix technology is used, as approved by the engineer, rollers shall not be used in the vibratory mode when the mixture temperature is below 200 F. |

We are currently working on revisions for January 2023. One item to call attention to is a new specification for lump sum temporary traffic control. St. Louis District already uses this specification via a JSP. The new specification will be similar. This may be used on more projects in the near future.

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

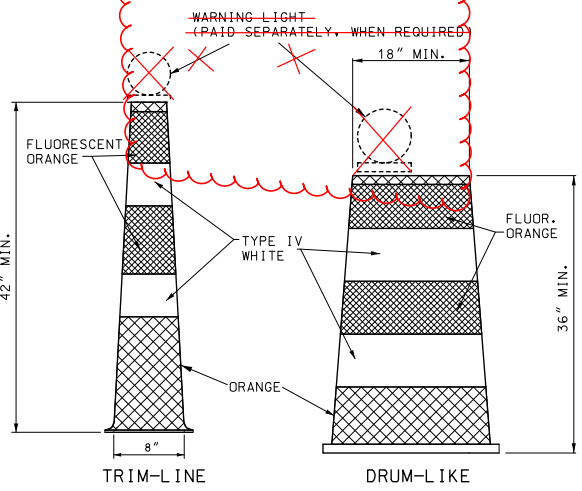


DIRECTION INDICATOR BARRICADE

VERTICAL DIMENSIONS DO NOT INCLUDE PROJECTIONS DESIGNED FOR EASE OF HANDLING.

DIRECTION INDICATOR BARRICADES SHALL NOT BE USED IN SHIFTING TAPERS UNLESS SHOWN ON THE PLANS.

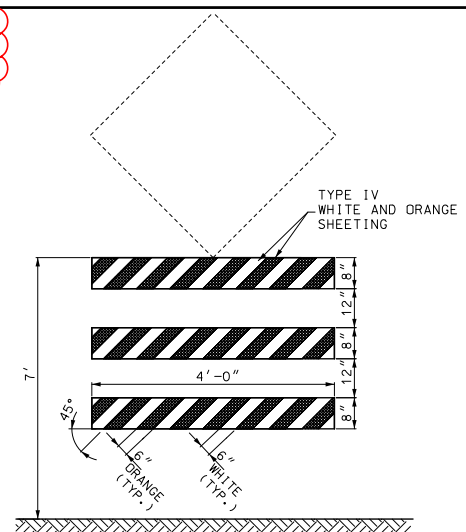
THE PANELS SHALL BE SECURELY ATTACHED TO A SUPPORT THAT IS PORTABLE, CAPABLE OF REMAINING UPRIGHT AND ENTIRELY FREE STANDING.



CHANNELIZERS

WHITE, ORANGE, AND FLUORESCENT ORANGE REFLECTIVE SHEETING SHALL BE IN ACCORDANCE WITH SEC 1042.2.7.3.

STRIPES ON TRIM-LINE CHANNELIZERS SHALL BE 6" TO 8".
STRIPES ON DRUM-LIKE CHANNELIZERS SHALL BE 4" TO 6".



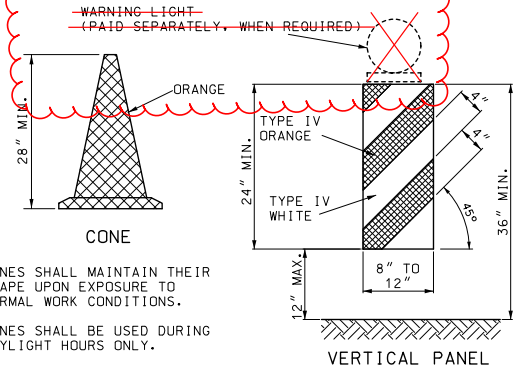
ADVANCE WARNING RAIL SYSTEM

MAXIMUM WEIGHT OF SIGN SHALL NOT EXCEED 25 LBS.

THE SIGN AND RAIL SYSTEM MAY BE MOUNTED AS TWO SEPARATE CRASHWORTHY DEVICES. THE RAIL SYSTEM SHALL BE LOCATED DIRECTLY IN FRONT OF THE SIGN WITH 7 TO 10 FEET SEPARATING THE TWO DEVICES.

WHERE MARKING IS NOT PROVIDED ON THE BACKSIDE, STRIPS OF 3" WIDE MODDOT TYPE 7 ORANGE SHEETING MAY BE APPLIED TO THE ENDS OF EACH RAIL TO HELP DELINEATE THE DEVICE.

WHITE AND ORANGE REFLECTIVE SHEETING SHALL BE IN ACCORDANCE WITH SEC 1042.2.7.4.



CONES SHALL MAINTAIN THEIR SHAPE UPON EXPOSURE TO NORMAL WORK CONDITIONS.

CONES SHALL BE USED DURING DAYLIGHT HOURS ONLY.

VERTICAL PANELS SHALL BE SECURELY ATTACHED TO A SUPPORT THAT IS PORTABLE, CAPABLE OF REMAINING UPRIGHT AND ENTIRELY FREE STANDING.

GENERAL NOTES:

- WHITE, ORANGE, AND FLUORESCENT ORANGE REFLECTIVE SHEETING SHALL BE IN ACCORDANCE WITH SEC 1042.2.7.
- BALLAST FOR TRAFFIC CONTROL DEVICES SHALL CONFORM TO MANUFACTURERS' RECOMMENDATION FOR FIELD CONDITIONS WHEN APPLICABLE.
- ~~IF USED, THE WARNING LIGHT UNIT AND BATTERY COMPARTMENT SHALL BE FURNISHED BY THE DEVICE MANUFACTURER OR OTHERWISE MEET THE MANUFACTURER'S RECOMMENDATIONS FOR DESIGN AND WILL BE REQUIRED ON ALL DEVICES IN THE SERIES.~~
- ~~WARNING LIGHTS SHALL BE IN ACCORDANCE WITH SEC 1063.5.~~
- UPON APPROVAL OF THE ENGINEER, THE CONTRACTOR MAY, AT NO ADDITIONAL COST, USE DRUM-LIKE CHANNELIZERS IN LIEU OF TRIM-LINE CHANNELIZERS TO PROVIDE LONGITUDINAL CHANNELIZATION WITHIN THE ACTIVITY AREA WHERE NO RAMPS, INTERSECTIONS OR LIMITED LATERAL CLEARANCE EXISTS.
- UPON APPROVAL OF THE ENGINEER, THE CONTRACTOR MAY, AT NO ADDITIONAL COST, USE DIRECTION INDICATOR BARRICADES IN LIEU OF TRIM-LINE CHANNELIZERS IN MERGING TAPERS.
- UPON APPROVAL OF THE ENGINEER, THE CONTRACTOR MAY, AT NO ADDITIONAL COST, USE VERTICAL PANELS IN LIEU OF TRIM-LINE CHANNELIZERS TO PROVIDE LONGITUDINAL CHANNELIZATION WITHIN THE ACTIVITY AREA.
- UPON APPROVAL OF THE ENGINEER, THE CONTRACTOR MAY, AT NO ADDITIONAL COST, USE CONES IN LIEU OF TRIM-LINE CHANNELIZERS DURING DAYTIME OPERATIONS ON MINOR ROUTES.

PANEL AND RAIL MARKINGS FOR TRAFFIC DELINEATION SHALL SLOPE DOWNWARD TOWARD THE INTENDED DIRECTION OF TRAVEL. ILLUSTRATIONS SHOWN ARE FOR INSTANCES WHERE TRAFFIC MOVES TO THE LEFT, REVERSE CONFIGURATIONS SHALL BE USED FOR TRAFFIC MOVEMENTS TO THE RIGHT. MARKINGS SHALL ONLY BE APPLIED TO THE FRONT OF EACH RAIL OR PANEL, OR MAY BE APPLIED TO BOTH THE FRONT AND BACK PROVIDING THE MARKING ON THE BACK DOES NOT CONFLICT WITH INTENDED OPPOSING TRAFFIC MOVEMENT.

	MISSOURI HIGHWAYS AND TRANSPORTATION COMMISSION	
	105 WEST CAPITOL JEFFERSON CITY, MO 65102 1-888-ASK-MODOT (1-888-275-6636)	
	TEMPORARY TRAFFIC CONTROL DEVICES CHANNELIZERS AND DIRECTION INDICATOR BARRICADE	
	DATE EFFECTIVE: 10/01/2021 DATE PREPARED: 7/13/2021	616.10AY AZ