

## FY2014 Contract Leveling Course Guidelines

This guidance is to supplement the Engineering Policy Guide Section 402 requirements.

- **DOCUMENTATION AND SAFETY:** For CLC projects, no conceptual report is required; however the core team should audit the corridor for safety deficiencies and document the findings. Isolated deficiencies that present an immediate threat potential should be remedied, either by the project or by maintenance forces. The remaining deficiencies may be deferred to be completed with in-house forces or included in a programmed future project. These remaining deficiencies must be documented; however a design exception is not required. The documentation must be sufficient to demonstrate reasonable diligence on the part of the core team in upholding the system wide focus on safety.
- **PEDESTRIAN FACILITIES:** Pedestrian facilities are to be addressed in accordance with the Districts Transition Plan. Complete the Bike / Pedestrian VE page in SIMS for all projects.
- **SEED FILES:** Plan templates are located in ProjectWise in the design seed folders:
  - ❑ CLC\_CONTRACTOR\_STRIPING
  - ❑ CLC\_CONTRACTOR\_STRIPING\_PILOT\_CAR
  - ❑ CLC\_MODOT\_STRIPING
  - ❑ CLC\_MODOT\_STRIPING\_PILOT\_CAR
- **ENTRANCES:** The entrance transition template is an example of how entrance details can be handled. Districts may address entrance transitions appropriately for the location, traffic volume or other mitigating circumstance, however practical applications are strongly encouraged.
- **IRREGULARITIES:** Include an appropriate amount of additional asphalt to account for surface irregularities. Irregularities can be estimated in various ways including field measurements of the pavement width, ruts and entrances dimensions, ARAN data, input from district construction staff and by consulting with the pavement team.
- **STRIPING: Striping is preferred to be included in the contract.** The district will need to add striping log mile and quantities to the Summary of Quantity sheets. If contract striping is not included, the district will need to coordinate with striping crews to have the permanent stripe down within 14 days after paving.

The district shall verify that the existing passing zones are correct. All incorrect zones shall be corrected in the log miles on Summary of Quantity sheets. The striping log mile sheets are preferred to be submitted with the PS&E documents.

- **TEMPORARY STRIPING:** Projects that will not have contract striping should include temporary pavement marking. Temporary pavement marking is required for any existing pavement marking obliterated as part of the work. Temporary pavement marking for centerline stripes shall consist of Type 2 Temporary Pavement Markers (yellow) and for edgeline stripes shall consist of Type 1 or 2 Temporary Raised Pavement Markers (white). Spacing for the temporary pavement marking shall be in accordance with Standard Drawing 620.10. The temporary pavement marking for the edgeline shall be paid for by 620-99.02 Optional Edgeline TRPM, Type 1 or 2.

- **TRANSITIONS – Entrance and side road:** Transitions may be constructed by coldmilling or by tapering the overlay to zero (theoretical). The district will need to review their routes and determine the appropriate approach for each location within their project.
- **TRANSITIONS – Begin/End of Project and Exceptions:** Generally transitions should be constructed by coldmilling a taper of 1” to 50’ and placing the overlay at the intended thickness. As some flexibility exists, the District will need to review the route and any exceptions to determine the appropriate adjustments for each location within their project.
- **RUMBLES:** Rumbles are not generally included in CLC projects, however Centerline Rumble Strips may be considered for locations that have experienced a significant cross-centerline accident history.
- **TRAFFIC CONTROL PLANS:** Trim line channelizers or a pilot car shall be used on all projects constructed under traffic. The District shall choose the scenario that best suits each specific project. Seed files are provided for both scenarios of using trim line channelizers or pilot car. Traffic control plans must accommodate all aspects of the proposed work. Districts may consider road closures when appropriate.  
  
Consideration should be given to use additional flaggers at heavily traveled side roads and entrances. If chosen, the locations shall be specified in the JSP ADDITIONAL FLAGGERS.
- **SHOULDER DROP OFF:** District Maintenance should address the existing significant shoulder drop off prior to contractor operations. Additionally, all projects shall require the contractor to use a SAFETY EDGE. The quantity of asphalt mix should be increased 1 to 2% to account for the SAFETY EDGE. Upon completion of the project, District maintenance forces shall address the addition of shoulder material along the SAFETY EDGE.
- **COMPLETION DATE:** October 1, 2014
- **BID ITEMS:**

<b>CONTRACTOR STRIPING (NO PILOT CAR)</b>	
<b>Item No.</b>	<b>Description</b>
402-05.20	Bituminous Pavement Mixture PG64-22
407-10.05	Tack Coat
612.3000A	Truck or Trailer Mounted Attenuator (TMA)
616-10.05	Construction Signs
616-10.09	Flag Assemblies
616-10.25	Channelizers (Trim Line)
618-10.00	Mobilization
620-60.00B	4 In White Acrylic Waterborne Pavement Marking Paint
620-60.01B	4 In Yellow Acrylic Waterborne Pavement Marking Paint
622-40.10	Modified Cold Milling (Depth Transitions)

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407-10.05	Tack Coat
612.3000A	Truck or Trailer Mounted Attenuator (TMA)
616-10.05	Construction Signs
616-10.09	Flag Assemblies
618-10.00	Mobilization
620-60.00B	4 In White Acrylic Waterborne Pavement Marking Paint
620-60.01B	4 In. Yellow Acrylic Waterborne Pavement Marking Paint
622-40.10	Modified Cold Milling (Depth Transitions)

<b>MoDOT STRIPING (NO PILOT CAR)</b>	
Item No.	Description
402-05.20	Bituminous Pavement Mixture PG64-22
407-10.05	Tack Coat
616-10.05	Construction Signs
616-10.09	Flag Assemblies
616-10.25	Channelizers (Trim Line)
620-80.65	Temporary Raised Pavement Marker, Type 2
620-99.02	Optional TRPM (White), Type 1 or Type 2 (Edgelines)
622-40.10	Modified Cold Milling (Depth Transitions)

<b>MoDOT STRIPING (PILOT CAR)</b>	
Item No.	Description
402-05.20	Bituminous Pavement Mixture PG64-22
407-10.05	Tack Coat
616-10.05	Construction Signs
616-10.09	Flag Assemblies
620-80.65	Temporary Raised Pavement Marker, Type 2
620-99.02	Optional TRPM (White), Type 1 or Type 2 (Edgelines)
622-40.10	Modified Cold Milling (Depth Transitions)

- **QUALITY MANAGEMENT FOR SURFACE LEVELING:** The JSP is recommended on all projects. Any concerns with using or not using the JSP should be discussed with your Construction and Materials Liaison Engineer.
- **SAFETY PLAN:** This JSP is recommended on all projects. Any concerns with using or not using the JSP should be discussed with your Construction and Materials Liaison Engineer.

- **CONTRACTOR FURNISHED SURVEYING AND STAKING:** This pay item should only be included on projects that will require the use of survey equipment.
- **CONTRACT LIQUIDATED DAMAGES:** This JSP will be required on all contracts to specify the contract time and liquidated damages. The JSP can be set up with both calendar days and an overall completion date to allow the contractor the flexibility to work the project into their schedule, but restricts the contractor to the number of days once the contract work is started. The general rule of thumb is that there is two (2) calendar days for every one (1) working day with a minimum of 30 calendar days unless the district has justification for a tighter time frame due to impacts to the traveling public.
- **EXCEPTIONS:** Bridges should be excepted unless prior written approval is obtained from the Bridge Division and submitted with the transmittal package.
- **BINDER REPLACEMENT LIMIT:** This JSP is required in specific areas of the state. Contact your Pavement Engineer to determine if it is necessary for your project. This JSP can be found under the [Non Standard Job Special Provisions](#) link.
- **UNIT BID PRICES:** The unit bid price should be obtained using the most recent history available from Bid Tabs Pro for each project location. If you have a large project or uncertainty regarding a unit price to use, please contact Danica Stovall-Taylor (573) 526-2918.