

FY2015 Contract Level Course Guidelines

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

- **Plans, Specifications and Estimate**

- **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. Guardrail must be addressed if the height is 26.5" or less after the project work is complete. 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 MoDOT Striping:

CLC_01_Title_07_2014
CLC_02_Typical_07_2014
CLC_03_Quantities_07_2014
CLC_04_Transitions_07_2014
CLC_05_Traffic_Control_1_07_2014
CLC_06_Traffic_Control_2_07_2014

CLC Contractor Striping:

CLC_01_Title_07_2014
CLC_02_Typical_07_2014
CLC_03_Quantities_07_2014
CLC_04_Transitions_07_2014
CLC_05_Traffic_Control_1_07_2014
CLC_06_Traffic_Control_2_07_2014
CLC_07_Traffic_Control_3_07_2014

The ADT of the routes should be listed in the left top corner of the Title sheet. This information is used by the Project Reviewer to set the liquidated damages and is also beneficial to the contractor to be aware of the amount of traffic on the route.

- **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 contract must include payment for TRPM's and the district will need to coordinate with striping crews to have the permanent stripe down within 14 days after paving. For routes that are to be striped by MoDOT and currently have an edgeline, the project will need to include quantities for Temporary Pavement Marking for edgeline in addition to the centerline marking.

~~The retroreflectivity requirement of the stripe has been modified by the job special provision Stripe Requirement.~~

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. Spacing for the temporary pavement marking shall be in accordance with Standard Drawing 620.10. The temporary pavement marking shall be paid for by 620-80.63 Temporary Pavement Marking.
- **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. Districts shall consult their pavement engineer when including rumbles in CLC projects. Rumbles must be fog sealed prior to striping.

- **TRAFFIC CONTROL PLANS:** Pilot car shall be used on all projects constructed under traffic. 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. Districts may consider road closures when appropriate.
- **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.
- **BID ITEMS:**

CONTRACTOR STRIPING (PILOT CAR)	
Item No.	Description
4020520	Bituminous Pavement Mixture PG64-22
4071005	Tack Coat
6123000A	Truck or Trailer Mounted Attenuator (TMA)
6161005	Construction Signs
6161009	Flag Assemblies
6161025	Channelizers (Trim Line)
6181000	Mobilization
6206000B	4 In White Acrylic Waterborne Pavement Marking Paint
6206001B	4 In. Yellow Acrylic Waterborne Pavement Marking Paint
6224010	Modified Cold Milling (Depth Transitions)

MoDOT STRIPING (PILOT CAR)	
Item No.	Description
4020520	Bituminous Pavement Mixture PG64-22
4071005	Tack Coat
6161005	Construction Signs
6161009	Flag Assemblies
6161025	Channelizers (Trim Line)
6208063	Temporary Pavement Marking
6224010	Modified Cold Milling (Depth Transitions)

- **QUALITY MANAGEMENT, QUALITY CONTROL FOR PLANT MIX BITUMINOUS SURFACE LEVELING, ~~MODIFICATIONS TO SURFACE LEVEL MIXTURES CONTAINING RAP AND RAS, SAFETY PLAN, and SAFETY REQUIREMENTS:~~** These JSP's are required on all projects. Any concerns with using or not using the JSP should be discussed with your Construction and Materials Liaison Engineer.
- **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.

COMPLETION DATE: October 1, 2015

- **RUMBLESEXCEPTIONS:** Bridges should be excepted unless prior written approval is obtained from the Bridge Division and submitted with the transmittal package.
- **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.