Title of Bid: Duello Road Phase II B Construction  
Bid #: 20-085

Dept.: Highway  
Contact Person: Chris Bostic/Nathan Tormala  
Ext.: 7165/7169

Description (product/service, justification and use):

The construction of the Duello Road Phase II B Improvements (approximately 3,140 linear feet), including removals, grading, asphalt and concrete pavement, driveways, reinforced concrete pipe, and other appurtenances.

Award to: Buildpro STL Construction  
Location: 9923 Holtwick Lane St. Ann, MO 63074

Price: $877,117.83  
Contract term (if applicable): 120 Calendar Days following Written Notice to Proceed (NTP)

Bid opening held on: July 7, 2020  
Opened by: Finance

Account number to be charged for purchase: 205940-47601-09007 Duello IIB

If bid was not awarded to lowest bidder, please explain:

If paying for with grant funds, please indicate (1) grant name, (2) total grant amount, (3) what portion of purchase is being paid for by a grant, and (4) when grant period ends as applicable:
FORMAL BID – REQUEST FOR APPROVAL

Bid #: 20-085

Additional Bids Received

The following additional bids were received:

<table>
<thead>
<tr>
<th>Vendor</th>
<th>Location</th>
<th>Meets all specifications</th>
<th>Price</th>
<th>[ ] Yes  [ ] No</th>
</tr>
</thead>
<tbody>
<tr>
<td>Krupp Construction</td>
<td>415 Old State Road Ellisville, MO 63021</td>
<td>Yes</td>
<td>$975,143.10</td>
<td></td>
</tr>
<tr>
<td>NB West Contracting</td>
<td>18637 US Route 66 Pacific, MO 63069</td>
<td>Yes</td>
<td>$1,012,490.05</td>
<td></td>
</tr>
<tr>
<td>Cannon General Contractors, Inc.</td>
<td>193 N. Lincoln Drive Troy, MO 63379</td>
<td>Yes</td>
<td>$1,062,867.50</td>
<td></td>
</tr>
<tr>
<td>Gershenson Construction Co., Inc.</td>
<td>2 Truitt Drive Eureka, MO 63025</td>
<td>Yes</td>
<td>$1,059,220.00</td>
<td></td>
</tr>
<tr>
<td>Plattn Creek Excavating, LLC</td>
<td>555 E Outer 21 Road Arnold, MO 63010</td>
<td>Yes</td>
<td>$1,097,000.00</td>
<td></td>
</tr>
<tr>
<td>XL Contracting Inc.</td>
<td>29 Mid Rivers Trade Court, Suite 100, St. Peters, MO 63376</td>
<td>Yes</td>
<td>$1,132,922.84</td>
<td></td>
</tr>
</tbody>
</table>

For each vendor that doesn’t meet specifications, please explain why:

[ ] Sole source justification memos from (1) dept. and (2) vendor attached.

Department Director/Elected Official must sign the request prior to routing to the Purchasing Manager.

Department Director/Elected Official Signature: ____________________________ 7/8/20

Approval or Concurrence of Director of Finance: ____________________________ 7/28/20

BELOW ONLY TO BE COMPLETED FOR BIDS AT LEAST $15,000 AND LESS THAN $60,000. See instructions at the top of pg. 1.

Director of Administration Signature: ____________________________ Date: ____________________________
St. Charles County Highway Department
St. Charles, Missouri

INVITATION FOR BIDS

Bidder Name: BuildPro STL Construction
Bidder Address: 9923 Holtwick Lane St Ann Mo 63074

FOR
CONSTRUCTION OF
DUELLO ROAD PHASE II B

IFB 20-085

Located Approximately 3,000 Feet North of Orf Road, St. Charles County, MO
## DRAINAGE ITEMS

<table>
<thead>
<tr>
<th>Code</th>
<th>Description</th>
<th>Unit</th>
<th>Quantity</th>
<th>Unit Price</th>
<th>Total Price</th>
</tr>
</thead>
<tbody>
<tr>
<td>726-13.12</td>
<td>12&quot; CLASS III RCP CULVERT</td>
<td>LF</td>
<td>87</td>
<td>119.00</td>
<td>10,353.00</td>
</tr>
<tr>
<td>726-13.24</td>
<td>24&quot; CLASS III RCP CULVERT</td>
<td>LF</td>
<td>79</td>
<td>101.00</td>
<td>7,979.00</td>
</tr>
<tr>
<td>726-13.72</td>
<td>72&quot; CLASS III RCP CULVERT</td>
<td>LF</td>
<td>77</td>
<td>315.00</td>
<td>24,255.00</td>
</tr>
<tr>
<td>732-06.12</td>
<td>12&quot; RCP FES</td>
<td>EA</td>
<td>6</td>
<td>1,190.00</td>
<td>7,140.00</td>
</tr>
<tr>
<td>732-06.24</td>
<td>24&quot; RCP FES</td>
<td>EA</td>
<td>2</td>
<td>1,531.00</td>
<td>3,062.00</td>
</tr>
<tr>
<td>732-06.72</td>
<td>72&quot; RCP FES</td>
<td>EA</td>
<td>2</td>
<td>7,200.00</td>
<td>14,400.00</td>
</tr>
<tr>
<td>806-10.20</td>
<td>TEMPORARY PIPE (CMP)</td>
<td>LF</td>
<td>67</td>
<td>52.24</td>
<td>3,500.00</td>
</tr>
</tbody>
</table>

**SUBTOTAL DRAINAGE ITEMS**  
70,689.00

## SIGNING AND STRIPING

<table>
<thead>
<tr>
<th>Code</th>
<th>Description</th>
<th>Unit</th>
<th>Quantity</th>
<th>Unit Price</th>
<th>Total Price</th>
</tr>
</thead>
<tbody>
<tr>
<td>616-10.05</td>
<td>CONSTRUCTION SIGNS</td>
<td>SF</td>
<td>311</td>
<td>12.00</td>
<td>3,732.00</td>
</tr>
<tr>
<td>616-10.20</td>
<td>CHANNELIZER (TRIM-LINE)</td>
<td>EA</td>
<td>42</td>
<td>22.00</td>
<td>924.00</td>
</tr>
<tr>
<td>616-99.00</td>
<td>TYPE III MOVABLE BARRICADE</td>
<td>EA</td>
<td>12</td>
<td>125.00</td>
<td>1,500.00</td>
</tr>
<tr>
<td>620-80.02</td>
<td>THERMOPLASTIC PAVEMENT MARKING, LEFT/RIGHT ARROW</td>
<td>EA</td>
<td>4</td>
<td>200.00</td>
<td>800.00</td>
</tr>
<tr>
<td>620-99.03</td>
<td>4&quot; YELLOW TEMPORARY PAINT PAVEMENT MARKING</td>
<td>LF</td>
<td>1,752</td>
<td>1.00</td>
<td>1,752.00</td>
</tr>
<tr>
<td>620-99.05</td>
<td>4&quot; WHITE THERMOPLASTIC PAVEMENT MARKING</td>
<td>LF</td>
<td>7,272</td>
<td>.65</td>
<td>4,726.00</td>
</tr>
<tr>
<td>620-99.07</td>
<td>4&quot; YELLOW THERMOPLASTIC PAVEMENT MARKING</td>
<td>LF</td>
<td>8,977</td>
<td>.65</td>
<td>5,835.05</td>
</tr>
<tr>
<td>620-99.09</td>
<td>8&quot; WHITE THERMOPLASTIC PAVEMENT MARKING</td>
<td>LF</td>
<td>82</td>
<td>2.00</td>
<td>164.00</td>
</tr>
<tr>
<td>620-99.13</td>
<td>24&quot; WHITE THERMOPLASTIC PAVEMENT MARKING</td>
<td>LF</td>
<td>38</td>
<td>18.00</td>
<td>684.00</td>
</tr>
<tr>
<td>620-99.15</td>
<td>24&quot; YELLOW THERMOPLASTIC PAVEMENT MARKING</td>
<td>LF</td>
<td>237</td>
<td>10.00</td>
<td>2,370.00</td>
</tr>
<tr>
<td>903-99.04</td>
<td>PERMANENT SIGNS</td>
<td>SF</td>
<td>46</td>
<td>70.00</td>
<td>3,220.00</td>
</tr>
</tbody>
</table>

**SUBTOTAL SIGNING AND STRIPING ITEMS**  
25,707.05

**TOTAL ALL ITEMS**  
861,319.05

---

**TOTAL BASE BID (Written):**

Eight hundred sixty one thousand, three hundred

---

**ACCEPTANCE FOR PROVISION FOR ASPHALT CEMENT PRICE INDEX:**

Bidders have the option to accept the provision for Asphalt Cement Price Index in accordance with Sec. 109.15 (Job Special Provision Pages JSP-27 and JSP-28). The bidder must mark the Yes box below if they choose to accept the provision. No price adjustment will be made, due to asphalt price changes, for bidders who do not accept this provision. This provision applies only to projects that have a quantity of asphalt wet ton mix pay items or converted square yard quantity over 1,000 tons.

[X] Yes  [ ] No

Duello Road Phase II B  P-6
<table>
<thead>
<tr>
<th>COMPANY NAME</th>
<th>Bid Bond</th>
<th>Bid</th>
</tr>
</thead>
<tbody>
<tr>
<td>Build Pro STL Construction</td>
<td>X</td>
<td>$877,117.83</td>
</tr>
<tr>
<td>Krupp Construction</td>
<td>X</td>
<td>$975,143.10</td>
</tr>
<tr>
<td>NB West Contracting</td>
<td>X</td>
<td>$1,012,490.05</td>
</tr>
<tr>
<td>Cannon General Construction CO., Inc.</td>
<td>X</td>
<td>$1,052,867.50</td>
</tr>
<tr>
<td>Gershenson Construction Co., Inc.</td>
<td>X</td>
<td>$1,059,220.00</td>
</tr>
<tr>
<td>Plattin Creek Excavating, LLC</td>
<td>X</td>
<td>$1,097,000.00</td>
</tr>
<tr>
<td>XL Contracting Inc.</td>
<td>X</td>
<td>$1,132,922.84</td>
</tr>
</tbody>
</table>
St. Charles County Highway Department
St. Charles, Missouri

INVITATION FOR BIDS

BID OF

Bidder Name________________________________________________________
Bidder Address______________________________________________________

FOR

CONSTRUCTION OF

DUELLO ROAD PHASE II B

IFB 20-085

Located Approximately 3,000 Feet North of Orf Road, St. Charles County, MO
NOTICE TO BIDDERS

Sealed Bids will be received by the St. Charles County Purchasing Manager, 201 North Second Street, Suite 541, St Charles, Missouri 63301, Until 10:00 A.M., (prevailing Central Time) on July 7, 2020 and will thereafter be publicly opened and read aloud in Conference Room 116.

Due to the Coronavirus all St Charles County bids will be received and opened on the first floor of the Administration Building. The bid will be opened publicly on 7/07/2020 at 10:00 AM in Room 116. It is highly recommended that you mail or have your bid delivered via UPS, Fedex, courier, etc., with plenty of time to arrive prior to the day of the bid opening. If you are delivering your bid the day of the opening and intend to stay, you will be screened for temperature in the lobby on the first floor prior to admittance of the bid opening. If your bid is dropped off prior to the opening there will be someone in the lobby to receive it.

The proposed work includes the furnishing of materials, tools, equipment and labor necessary for DUELLO ROAD PHASE II B RECONSTRUCTION in St. Charles County, Missouri. Work includes:

The construction of the Duello Road Phase II B Improvements (approximately 3,140 linear feet), including removals, grading, asphalt and concrete pavement, driveways, reinforced concrete pipe, and other appurtenances.

Plans and specifications, including the bid form, may be downloaded at no charge from St. Charles County’s “Open Bids” webpage on the County website at http://www.sccmo.org/bids.aspx starting on June 16, 2020.

Each Bid must be accompanied by a Cashier’s Check or Certified Check, or a Bid Bond executed by the Bidder and an approved Surety Company and payable to the County, in an amount not less than Five Percent (5%) of the Sum Total of the Base Bid.

All labor used in the construction of this public improvement shall be paid a wage no less than the prevailing hourly rate of wages of work of a similar character in this locality as established by the state wage rate.

The DBE goal for this letting is a minimum of 0% of the total contract amount.

TRAINEES: The number of trainee hours provided under this contract will be zero (0) hours.

All contractors and subcontractors are subject to and must comply with the Safety Program Training requirements of Section 292.675 of the Revised Statutes of Missouri.

All requests for clarifications on these bidding documents must be received in writing at least one week prior to the bid opening.

All bidders must meet the MoDOT requirements as a CONTRACTOR at least seven (7) days prior to bid opening in accordance with Section 102.2 of the St. Charles County Standard Specifications for Arterial Highway Construction.

A Performance Bond and Payment and Materials Bond are required.
The project will be awarded to the lowest, responsive, responsible bidder.

The COUNTY reserves the right to reject any and all Bids, to waive informalities therein to determine the lowest, responsive, responsible bidder, and to approve the bond. No Bid may be withdrawn for a period of sixty (60) days subsequent to the specified time for receipt of Bids.

The COUNTY intends to issue the Notice to Proceed on or about July 31, 2020.

The County of St. Charles hereby notifies all bidders that it will affirmatively ensure that in any contract entered into pursuant to this advertisement, businesses owned and controlled by socially and economically disadvantaged individuals will be afforded full opportunity to submit bids in response to this invitation and will not be discriminated against on the grounds of race, color, religion, creed, sex, age, ancestry, or national origin in consideration for an award.

St. Charles County

Craig E. Tajkowski, P.E.
St. Charles County Engineer
BIDDER CHECKLIST
FINAL CHECKLIST BEFORE SUBMITTING BID

☐ 1. Submit completed Contractor Questionnaire and/or Contractor Prequalification Questionnaire with attachments not later than seven (7) days prior to the date and hour of the bid opening. See Section 102.2 of the St. Charles County Standard Specifications for Arterial Highway Construction., and Rule 7 CSR 10-15.900, "Prequalification’s to Bid of Certain Contractors”. Questionnaire and Contact information are provided on MoDOT’s website. (if applicable – required on highway and bridge projects)

☐ 2. For submittal of paper bids, the complete set of bidding documents includes all information through the DBE form. The Technical Specifications/Job Special Provisions are for the bidder’s information only and is not to be returned with the bid.

☐ 3. If submitting the bid by mail, it is to be completed, executed, and submitted in a sealed envelope inside an envelope addressed to St Charles County Finance Department, ATTN: Purchasing Manager, Suite 541, 201 North Second Street, St Charles, Missouri 63301. Provide the vendor name, vendor address, County, Project Name, Federal Project Number, and County Bid Number on the outside of the sealed inside envelope.

☐ 4. Please read all items in the bidding document carefully. Complete all items in ink or by typing in the information.

☐ 5. Sign this bidding document properly. If submitted in the name of a firm or corporation, the legal name of the firm or corporation should appear in the space designated, and be signed for by one or more persons legally qualified to execute papers in the name of said firm or corporation. Affix Corporate Seal if the Bidder is a Corporation.

☐ 6. Submit the provided bid bond executed by bidder and surety, or attach cashier’s check to the bid bond form.

☐ 7. Submit the Subcontractor Disclosure Form within 3 business days of the Bid Opening.

☐ 8. Submit the DBE Identification Submittal within 3 business days of the Bid Opening.

☐ 9. Submit the completed Audit Clause for Contracts with the Bid.

☐ 10. Staple addenda to the bid in the appropriate part of the bid. The letter accompanying the addenda should be stapled to the inside of the back cover of the bid and returned. The bidder should retain a duplicate copy. (if applicable)

Below is a list of common mistakes made by bidders leading to non-responsive bids. Please refer to the Standard Specifications for the appropriate procedures for completing and submitting a bid.

a) Not signing the bid
b) Not incorporating the addendum into the bidding documents, including attaching the letter to the bid
c) Using a different bid bond form than the one provided
d) Using pencil to fill out the bid
e) Using white out to make corrections to the itemized bid sheets
f) Not initialing changes made

All questions concerning the bid document preparation or Project Specific questions can be directed to Tim Sullenger with St. Charles County Highway Department in writing at 301 N 3rd Street, St Charles, MO 63301, or by email (preferred) at t.sullenger@sccmo.org. All questions must be received at least one week prior to Bid Opening to ensure a response.

Special Needs: If you have special needs addressed by the Americans with Disabilities Act, please notify the Purchasing Manager, at 636-949-7465 or through Missouri Relay System, TDD 1-800-735-2966, at least five (5) working days prior to the bid opening.

Duello Road Phase II B IB-1
TABLE OF CONTENTS

Notice to Contractors

(1) Proposed Work P-1
(2) Compliance With Contract Provisions P-1
(3) Period of Performance P-1
(4) Liquidated Damages P-1
(5) Bid Guaranty P-1
(6) Certifications for Federal Jobs P-1
(7) Antidiscrimination P-1
(8) Federal and State Inspection P-2
(9) Prevailing Wage P-2
(10) Worker Eligibility Requirements P-2
(11) OSHA Training Requirements P-2
(12) Buy America Requirements P-2
(13) Addendum Acknowledgement P-3
(14) Signature and Identity of Bidder P-3
(15) Trainees P-4
(16) Subcontractor Disclosure P-4
(17) Project Award P-4
(18) Tax Exempt Status P-4

Itemized Bid Sheets P-5 to P-6
Bid Bond P-7
Audit Clause for Contracts P-8
DBE Identification Submittal P-9 to 11
General Provisions GR-1 to 15
Job Special Provisions JSP-1 to 22
Job Special Conditions JSC-1
County-Contractor Agreement C-1 to 7
Performance Bond PB-1 to 2
Payment and Material Bond PMB-1
Applicable State Wage Rates SWR-1; AWO 1-4
ADA Standards and Final Acceptance Checklist ADA-1 to 25
NOTICE TO CONTRACTORS

Sealed bids for the proposed work will be received by St Charles County until 10:00 A.M. CST on July 7, 2020, at the office of the St Charles County Finance Department, and at that time will be publicly opened. Bids should be delivered to: St Charles County Finance Department, ATTN: Purchasing Manager, Suite 541, 201 North Second Street, St Charles, Missouri 63301.

(1) PROPOSED WORK: The proposed work, hereinafter called the work, includes:

The construction of the Duello Road Phase II B Improvements (approximately 3,140 linear feet), including removals, grading, asphalt and concrete pavement, driveways, reinforced concrete pipe, and other appurtenances.

(2) COMPLIANCE WITH CONTRACT PROVISIONS: The bidder, having examined and being familiar with the local conditions affecting the work, and with the contract, contract documents, including the St Charles County Standard Specifications for Arterial Highway Construction, 2006 or latest edition approved by St Charles County, their revisions, and the request for bid, including appendices, the special provisions and plans, hereby proposes to furnish all labor, materials, equipment, services, etc., required for the performance and completion of the work. All references are to the St Charles County Standard Specifications for Arterial Highway Construction, 2006 as revised, unless otherwise noted.

The St Charles County Standard Specifications for Arterial Highway Construction, 2006 are available for purchase for $40.00 at the office of the St Charles County Highway Department, 301 North Third Street, St Charles, Missouri 63301.

A PDF copy of the construction plans can be provided to the successful low bidder to have plans printed, with printing costs borne by the Contractor.

(3) PERIOD OF PERFORMANCE: If the bid is accepted, the bidder agrees that work shall be diligently prosecuted at such rate and in such manner as, in the judgment of the engineer, is necessary for the completion of the work within the time specified as follows in accordance with Sec 108:

   Calendar Days: One Hundred Twenty (120) calendar days.

(4) LIQUIDATED DAMAGES: The bidder agrees that, should the bidder fail to complete the work in the time specified or such additional time as may be allowed by the engineer under the contract, the amount of liquidated damages to be recovered in accordance with Sec 108 shall be as follows:

   Liquidated damages per day $1,250.00.

(5) BID GUARANTY: The bidder shall submit a Bid Guaranty meeting the requirements of Section 102.9 of the St Charles County Standard Specifications for Arterial Highway Construction, 2006. The project bid bond form is included in the bid book. The bidder shall mark the box below to identify the type of Bid Guaranty.

   □ Paper Bid Bond
   □ Cashier’s Check

(6) CERTIFICATIONS: By signing and submitting this bid, the bidder makes the certifications appearing in Sec. 102.18.1 (regarding affirmative action and equal opportunity), Sec. 102.18.2 (regarding disbarment, eligibility, indictments, convictions, or civil judgments), Sec. 102.18.3 (regarding anti-collusion), and Sec. 102.18.4 (regarding lobbying activities). Any necessary documentation is to accompany the bid submission, as required by these sections. As provided in Sec. 108.13, the contracting authority may terminate the contract for acts of misconduct, which includes but is not limited to fraud, dishonesty, and material misrepresentation or omission of fact within the bid submission.

(7) ANTIDISCRIMINATION: The Contracting Authority hereby notifies all bidders that it will affirmatively insure that in any contract entered into pursuant to this advertisement, businesses owned and controlled by socially and economically disadvantaged individuals will be afforded full opportunity to submit bids in response to this invitation and will not be discriminated against on the grounds of race, color, religion, creed, sex, age, ancestry, or national origin in consideration for an award.

(8) FEDERAL AND STATE INSPECTION: The Federal Government is not participating in the cost of
construction of this project. All applicable state laws, and the regulations made pursuant to such laws, shall be observed by the contractor, and the work will be subject to the inspection of the appropriate State Agency in the same manner as provided in Sec 105.10 of the St Charles County Standard Specifications for Arterial Highway Construction, 2006 with all revisions applicable to this bid and contract. 

9) **PREVAILING WAGE (STATE ONLY):** This contract requires payment of the prevailing hourly rate of wages for each craft or type of work required to execute the contract as determined by the Missouri Department of Labor and Industrial Relations. The applicable state wage rates for this contract are detailed in “Annual Wage Order No. 26” that is attached to this bidding document. These supplemental bidding documents have important legal consequences. It shall be conclusively presumed that they are in the bidder's possession, and they have been reviewed and used by the bidder in the preparation of any bid submitted on this project.

10) **WORKER ELIGIBILITY REQUIREMENTS:** Execution of the construction contract for this project is dependent upon the awarded bidder providing an Affidavit of Compliance AND E-Verify Memorandum-of-Understanding (MOU) between the bidder and Department of Homeland Security to the Contracting Authority as required by section 285.530 RSMo.

A sample Affidavit of Compliance can be found at the Missouri Attorney General’s website at the following link:

http://ago.mo.gov/forms/Affidavit_of_Compliance.pdf

All bidders must also be enrolled in the E-Verify Program, and include their MOU prior to contract execution. Bidders who are not enrolled will need to go to the following website link and select “Enroll in the Program” to get started. After completing the program, they will receive their E-Verify MOU with Department of Homeland Security. This document will need to be printed out and kept on file so that a copy can be attached to the Affidavit of Compliance.

http://www.dhs.gov/files/programs/ge_1185221678150.shtm

This requirement also applies to subcontractors and contract labor, but this contract only requires submittal of the verification documents for the prime contractor. It is the prime contractor’s responsibility to verify the worker eligibility of their subcontractors in order to protect their own company from liability as required by section 285.530 RSMo.

11) **OSHA TEN HOUR TRAINING REQUIREMENTS:** Missouri Law, 292.675 RSMO, requires any awarded contractor and its subcontractor(s) to provide a ten-hour Occupational Safety and Health Administration (OSHA) Construction Safety Program (or a similar program approved by the Missouri Department of Labor and Industrial Relations as a qualified substitute) for their on-site employees (laborers, workmen, drivers, equipment operators, and craftsmen) who have not previously completed such a program and are directly engaged in actual construction of the improvement (or working at a nearby or adjacent facility used for construction of the improvement). The awarded contractor and its subcontractor(s) shall require all such employees to complete this ten-hour program, pursuant to 292.675 RSMO, unless they hold documentation on their prior completion of said program. Penalties, for Non-Compliance include contractor forfeiture to the Contracting Authority in the amount of $2,500, plus $100 per contractor and subcontractor employee for each calendar day such employee is employed beyond the elapsed time period for required program completion under 292.675 RSMO.

12) **BUY AMERICA REQUIREMENTS:** Construction contracts shall assure compliance with Section 165 of the Surface Transportation Assistance Act of 1982, Section 337 of the Surface Transportation and Uniform Relocation Assistance Act of 1987, and 23 CFR 635.410 regarding Buy America provisions on the procurement of foreign products and materials. On all contracts involving Federal-aid, all products of iron, steel, or a coating of steel which are incorporated into the work must have been manufactured in the United States. The Contracting Authority may allow minimal amounts of these materials from foreign sources, provided the cost does not exceed 0.1 percent of the contract sum or $2,500, whichever is greater. The Contractor certifies that these materials are of domestic origin. Additional information regarding the “Buy America” requirements can be found at:

http://www.fhwa.dot.gov/programadmin/contracts/b-amquick.cfm

13) **ADDENDUM ACKNOWLEDGEMENT:** Prospective contractors are required to check the County website where they downloaded the plans and bid specifications to verify if any addenda have been issued. The undersigned states that all addenda (if applicable) have been received, acknowledged, and incorporated into their bid, prior to submittal. Staple addenda acknowledgement sheet to the front of the bid and replace all Proposal (P – x) sheets as required.
(14) SIGNATURE AND IDENTITY OF BIDDER: The undersigned states that the following provided information is correct and that (if not signing with the intention to bind themselves to become the responsible and sole bidder) they are the agent of, and they are signing and executing this, as the bid of

____________________________________________________________________________________

which is the correct LEGAL NAME as stated on the contractor questionnaire (if applicable).

a) The organization submitting this bid is a(n) (1) individual bidder, (2) partnership, (3) joint venturer (whether individuals or corporations, and whether doing business under a fictitious name), or (4) corporation. Indicate by marking the appropriate box below.

☐ sole individual  ☐ partnership  ☐ joint venture

☐ corporation, incorporated under laws of state of ________________________________ .

b) If the bidder is doing business under a fictitious name, indicate below by filling in the fictitious name

____________________________________________________________________________________

Executed by bidder this _____ day of _____________ 20 __.

THE BIDDER CERTIFIES THAT THE BIDDER AND ITS OFFICIALS, AGENTS, AND EMPLOYEES HAVE NEITHER DIRECTLY NOR INDIRECTLY ENTERED INTO ANY AGREEMENT, PARTICIPATED IN ANY COLLUSION, OR OTHERWISE TAKEN ANY ACTION IN RESTRAINT OF FREE COMPETITIVE BIDDING IN CONNECTION WITH THIS BID, AND THAT THE BIDDER INTENDS TO PERFORM THE WORK WITH ITS OWN BONAFIDE EMPLOYEES AND SUBCONTRACTORS, AND DID NOT BID FOR THE BENEFIT OF ANOTHER CONTRACTOR.

THE BIDDER ACKNOWLEDGES THAT THIS IS AN UNSWORN DECLARATION, EXECUTED UNDER PENALTY OF PERJURY UNDER THE LAWS OF THE UNITED STATES AND/OR FALSE DECLARATION UNDER THE LAWS OF MISSOURI, AND ANY OTHER APPLICABLE STATE OR FEDERAL LAWS. THE FAILURE TO PROVIDE THIS CERTIFICATION IN THIS BID MAY MAKE THIS BID NON-RESPONSIVE, AND CAUSE IT TO BE REJECTED.

THE BIDDER CERTIFIES THAT THE BIDDER'S COMPANY KNOWINGLY EMPLOYS ONLY INDIVIDUALS WHO ARE AUTHORIZED TO WORK IN THE UNITED STATES IN ACCORDANCE WITH APPLICABLE FEDERAL AND STATE LAWS AND ALL PROVISIONS OF MISSOURI EXECUTIVE ORDER NO. 07-13 FOR CONTRACTS WITH THE CONTRACTING AUTHORITY.

☐ Check this box ONLY if the bidder REFUSES to make any or all of these certifications. The bidder may provide an explanation for the refusal(s) with this submittal.

_____________________________  ________________________________________________________
Signature of Bidder’s Owner, Officer, Partner or Authorized Agent

Please print or type name and title of person signing here

Attest:

_____________________________  ________________________________________________________
Secretary of Corporation if Bidder is a Corporation

Affix Corporate Seal (If Bidder is a Corporation)

NOTE: If bidder is doing business under a fictitious name, the bid shall be executed in the legal name of the individual, partners, joint ventures, or corporation, and registration of fictitious name filed with the secretary of state, as required by sections 417.200 to 417.230 RSMo. If the bidder is a corporation not organized under the laws of Missouri, it shall procure a certificate of authority to do business in Missouri, as required by section 351.572 et seq RSMo. A certified copy of such registration of fictitious name or certificate of authority to do business in Missouri shall be filed with the Missouri Highways and Transportation Commission, as required by the standard specifications.

(15) TRAINEES: No trainees will be required under this contract.

(16) SUBCONTRACTOR DISCLOSURE: Requirements contained within Sec 102.7.12 of the Missouri
Standard Specification for Highway Construction shall be waived for this contract.

(17) **PROJECT AWARD:** This project will be awarded to the lowest, responsive, responsible bidder based upon sum of the Total Base Bid.

(18) **SALES AND USE TAX EXEMPTION:** St Charles County, a tax exempt entity, will furnish a Missouri Project Exemption Certificate as described in Section 144.062 RSMo to the awarded contractor who in turn may use the certificate to purchase materials for a specific project performed for the tax exempt entity. Only the materials and supplies incorporated or consumed during the construction of the project are exempt. The certificate will be issued to the contractor for a specific project for a defined period of time.

**ITEMIZED BID:** The bidder should complete the following section in accordance with Sec 102.7. The bidder proposes to furnish all labor, materials, equipment, services, etc. required for the performance and completion of the work, as follows:
## SUMMARY OF QUANTITIES

<table>
<thead>
<tr>
<th>ITEM NUMBER</th>
<th>DESCRIPTION</th>
<th>UNIT</th>
<th>QUANT.</th>
<th>UNIT PRICE</th>
<th>COST ($)</th>
</tr>
</thead>
<tbody>
<tr>
<td>201-30.00</td>
<td>CLEARING AND GRUBBING</td>
<td>LS</td>
<td>1</td>
<td></td>
<td></td>
</tr>
<tr>
<td>202-20.10</td>
<td>REMOVAL OF IMPROVEMENTS</td>
<td>LS</td>
<td>1</td>
<td></td>
<td></td>
</tr>
<tr>
<td>203-50.00</td>
<td>UNCLASSIFIED EXCAVATION</td>
<td>CY</td>
<td>8,447</td>
<td></td>
<td></td>
</tr>
<tr>
<td>203-55.00</td>
<td>EMBANKMENT IN PLACE (CONTRACTOR FURNISHED BORROW)</td>
<td>CY</td>
<td>110</td>
<td></td>
<td></td>
</tr>
<tr>
<td>203-70.20</td>
<td>UNSUITABLE SUBGRADE</td>
<td>CY</td>
<td>500</td>
<td>$45.00</td>
<td>$22,500</td>
</tr>
<tr>
<td>304-05.04</td>
<td>TYPE 5 AGG. BASE (4&quot; THICK)</td>
<td>SY</td>
<td>10,081</td>
<td></td>
<td></td>
</tr>
<tr>
<td>310-10.03</td>
<td>GRAVEL (A) (6&quot; THICK)</td>
<td>SY</td>
<td>60</td>
<td></td>
<td></td>
</tr>
<tr>
<td>401-12.09</td>
<td>BITUMINOUS PAVEMENT MIXTURE PG64-22 (BP-1)</td>
<td>TON</td>
<td>1,126</td>
<td></td>
<td></td>
</tr>
<tr>
<td>401-30.00</td>
<td>BITUMINOUS PAVEMENT MIXTURE PG64-22 (BASE)</td>
<td>TON</td>
<td>4,923</td>
<td></td>
<td></td>
</tr>
<tr>
<td>405-30.00</td>
<td>BITUMINOUS PAVEMENT, 6” (TEMPORARY)</td>
<td>TON</td>
<td>271</td>
<td></td>
<td></td>
</tr>
<tr>
<td>407-10.05</td>
<td>TACK COAT</td>
<td>GAL</td>
<td>1,009</td>
<td></td>
<td></td>
</tr>
<tr>
<td>502-11.06</td>
<td>CONCRETE PAVEMENT (6” NON-REINFORCED)</td>
<td>SY</td>
<td>128</td>
<td></td>
<td></td>
</tr>
<tr>
<td>607-20.10</td>
<td>BARBED WIRE FENCE (5 STRAND)</td>
<td>LF</td>
<td>223</td>
<td></td>
<td></td>
</tr>
<tr>
<td>608-50.07</td>
<td>PAVED APPROACH, 7”</td>
<td>SY</td>
<td>74</td>
<td></td>
<td></td>
</tr>
<tr>
<td>608-60.04</td>
<td>CONCRETE SIDEWALK, (4&quot; THICK)</td>
<td>SY</td>
<td>977</td>
<td></td>
<td></td>
</tr>
<tr>
<td>609-10.42</td>
<td>CONCRETE CURB AND GUTTER, TYPE B</td>
<td>LF</td>
<td>132</td>
<td></td>
<td></td>
</tr>
<tr>
<td>611-30.20</td>
<td>FURNISHING AND PLACING TYPE II ROCK BLANKET</td>
<td>CY</td>
<td>75</td>
<td></td>
<td></td>
</tr>
<tr>
<td>613-10.14</td>
<td>FULL DEPTH SAW CUT</td>
<td>LF</td>
<td>478</td>
<td></td>
<td></td>
</tr>
<tr>
<td>618-10.00</td>
<td>MOBILIZATION</td>
<td>LS</td>
<td>1</td>
<td></td>
<td></td>
</tr>
<tr>
<td>619-10.00</td>
<td>PAVEMENT EDGE TREATMENT</td>
<td>LF</td>
<td>1,055</td>
<td></td>
<td></td>
</tr>
<tr>
<td>622-10.01</td>
<td>COLDMILLING BITUMINOUS PAVEMENT FOR REMOVAL OF SURFACING</td>
<td>SY</td>
<td>700</td>
<td></td>
<td></td>
</tr>
<tr>
<td>627-10.00</td>
<td>CONTRACTOR FURNISHED SURVEYING AND STAKING</td>
<td>LS</td>
<td>1</td>
<td></td>
<td></td>
</tr>
<tr>
<td>627-20.00</td>
<td>RESETTING PROPERTY CORNERS (BY A REGISTERED PLS, AS AUTHORIZED)</td>
<td>EA</td>
<td>5</td>
<td></td>
<td></td>
</tr>
<tr>
<td>627-30.00</td>
<td>“AS-BUILT” DRAWINGS</td>
<td>LS</td>
<td>1</td>
<td></td>
<td></td>
</tr>
<tr>
<td>805-99.19</td>
<td>SEEDING AND MULCHING</td>
<td>AC</td>
<td>2.3</td>
<td></td>
<td></td>
</tr>
<tr>
<td>806-50.00</td>
<td>TEMPORARY SEEDING AND MULCHING</td>
<td>AC</td>
<td>0.3</td>
<td></td>
<td></td>
</tr>
<tr>
<td>806-10.19</td>
<td>SILT FENCE</td>
<td>LF</td>
<td>1,103</td>
<td></td>
<td></td>
</tr>
<tr>
<td>806-10.22</td>
<td>ROCK DITCH CHECKS (TYPE II DITCH CHECKS)</td>
<td>EA</td>
<td>47</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

**SUBTOTAL ROADWAY ITEMS**
### DRAINAGE ITEMS

<table>
<thead>
<tr>
<th>Item Code</th>
<th>Description</th>
<th>Unit</th>
<th>Quantity</th>
</tr>
</thead>
<tbody>
<tr>
<td>726-13.12</td>
<td>12&quot; CLASS III RCP CULVERT</td>
<td>LF</td>
<td>87</td>
</tr>
<tr>
<td>726-13.24</td>
<td>24&quot; CLASS III RCP CULVERT</td>
<td>LF</td>
<td>79</td>
</tr>
<tr>
<td>726-13.72</td>
<td>72&quot; CLASS III RCP CULVERT</td>
<td>LF</td>
<td>77</td>
</tr>
<tr>
<td>732-06.12</td>
<td>12&quot; RCP FES</td>
<td>EA</td>
<td>6</td>
</tr>
<tr>
<td>732-06.24</td>
<td>24&quot; RCP FES</td>
<td>EA</td>
<td>2</td>
</tr>
<tr>
<td>732-06.72</td>
<td>72&quot; RCP FES</td>
<td>EA</td>
<td>2</td>
</tr>
<tr>
<td>806-10.20</td>
<td>TEMPORARY PIPE (CMP)</td>
<td>LF</td>
<td>67</td>
</tr>
</tbody>
</table>

**SUBTOTAL DRAINAGE ITEMS**

<table>
<thead>
<tr>
<th>Item Code</th>
<th>Description</th>
<th>Unit</th>
<th>Quantity</th>
</tr>
</thead>
<tbody>
<tr>
<td>616-10.05</td>
<td>CONSTRUCTION SIGNS</td>
<td>SF</td>
<td>311</td>
</tr>
<tr>
<td>616-10.20</td>
<td>CHANNELIZER (TRIM-LINE)</td>
<td>EA</td>
<td>42</td>
</tr>
<tr>
<td>616-99.00</td>
<td>TYPE III MOVABLE BARRICADE</td>
<td>EA</td>
<td>12</td>
</tr>
<tr>
<td>620-80.02</td>
<td>THERMOPLASTIC PAVEMENT MARKING, LEFT/RIGHT ARROW</td>
<td>EA</td>
<td>4</td>
</tr>
<tr>
<td>620-99.03</td>
<td>4&quot; YELLOW TEMPORARY PAINT PAVEMENT MARKING</td>
<td>LF</td>
<td>1,752</td>
</tr>
<tr>
<td>620-99.05</td>
<td>4&quot; WHITE THERMOPLASTIC PAVEMENT MARKING</td>
<td>LF</td>
<td>7,272</td>
</tr>
<tr>
<td>620-99.07</td>
<td>4&quot; YELLOW THERMOPLASTIC PAVEMENT MARKING</td>
<td>LF</td>
<td>8,977</td>
</tr>
<tr>
<td>620-99.09</td>
<td>8&quot; WHITE THERMOPLASTIC PAVEMENT MARKING</td>
<td>LF</td>
<td>82</td>
</tr>
<tr>
<td>620-99.13</td>
<td>24&quot; WHITE THERMOPLASTIC PAVEMENT MARKING</td>
<td>LF</td>
<td>38</td>
</tr>
<tr>
<td>620-99.15</td>
<td>24&quot; YELLOW THERMOPLASTIC PAVEMENT MARKING</td>
<td>LF</td>
<td>237</td>
</tr>
<tr>
<td>903-99.04</td>
<td>PERMANENT SIGNS</td>
<td>SF</td>
<td>46</td>
</tr>
</tbody>
</table>

**SUBTOTAL SIGNING AND STRIPING ITEMS**

**TOTAL ALL ITEMS**

**TOTAL BASE BID (Written):**

---

**ACCEPTANCE FOR PROVISION FOR ASPHALT CEMENT PRICE INDEX:**

Bidders have the option to accept the provision for Asphalt Cement Price Index in accordance with Sec. 109.15 (Job Special Provision Pages JSP-27 and JSP-28). The bidder must mark the Yes box below if they choose to accept the provision. No price adjustment will be made, due to asphalt price changes, for bidders who do not accept this provision. This provision applies only to projects that have a quantity of asphalt wet ton mix pay items or converted square yard quantity over 1,000 tons.

☐ Yes  ☐ No
SAMPLE BID BOND

BID BOND

KNOW ALL PERSONS BY THESE PRESENTS, that we ____________________________

__________________________

as principal and ________________
as surety, are held and firmly bound unto the county of St Charles Missouri (acting by and through the St Charles County Highway Department) in the penal sum of ____________________________

Dollars ($_________) to be paid to the County to be credited to the county road fund, the principal and surety binding themselves, their heirs, executors, administrators, successors, and assigns, jointly and severally, firmly by these presents.

Sealed with our seals and dated this ____________________________

THE CONDITION OF THIS OBLIGATION is such that

WHEREAS the principal is submitting herewith a bid to St Charles County on ________________
in St Charles County, for project(s) ____________________________

for construction or improvement of county roadway as set out in said bid;

NOW THEREFORE, if the County shall accept the bid of the principal and if the principal shall properly execute and deliver to the County the contract, contract bond, and evidence of insurance coverage in compliance with the requirements of the bid, the specifications, and the provisions of section 227.100 RSMo, to the satisfaction of the County, then this obligation shall be void and of no effect, otherwise to remain in full force and effect.

In the event the said principal shall, in the judgment of the County, fail to comply with any requirement as set forth in the preceding paragraph, then St Charles County, acting by and through the Highway Department, shall immediately and forthwith be entitled to recover the full penal sum above set out, together with court costs, attorney's fees, and any other expense of recovery.

The principal and surety hereby certify that the document is the original or a verbatim copy of the bid bond form furnished by the County, in accordance with Sec 102.9 of the St Charles County Standard Specifications for Arterial Highway Construction.

________________________________________

Principal

SEAL

By________________________________________

Signature

________________________________________

Surety

SEAL

By________________________________________

Signature of Attorney in Fact

NOTE: This bond must be executed by the principal, and by a corporate surety authorized to conduct surety business in the state of Missouri.
Audit Clause for Contracts

Examination of Records

The Contractor's records which shall include, but not be limited to, accounting records (hard copy, as well as computer readable data), written policies and procedures, subcontractor files, indirect cost records, overhead allocation records, correspondence, instructions, drawings, receipts, vouchers, memoranda, and any other data relating to this contract shall be open to inspection and subject to audit and/or reproduction by the County Auditor, or a duly authorized representative from the County, at the County's expense. The contractor shall preserve all such records for a period of three years, unless permission to destroy them is granted by the County, or for such longer period as may be required by law, after the final payment. Since the Contractor is not subject to the Missouri Sunshine Law (Chapter 610, RSMo), information regarding the Contractor's operations obtained during audits will be kept confidential.

The Contractor shall require all subcontractors under this contract to comply with the provisions of this article by including the requirements listed above in written contracts with the subcontractors.

Vendor Information

Company Name: ________________________________

Business Address: _________________________________________________________________

_______________________________________________________________________________

Business Hours________________________________________________________

Phone:____________________________ FAX: ______________________________

Email Address:____________________________________________________________

Contact Person:____________________________________________________________

Authorized Signature: _____________________________________________

(Indicates acceptance of all bid terms and conditions)

Date: ________________________________
DBE Submittal Forms

(6) DBE Submittal Forms: This form must be submitted by 4 p.m. three (3) business days after bid opening.

(A) DBE Contract Goal: By submitting this bid, the bidder certifies that the bidder is familiar with the DBE Program Requirements in this contract. The contract DBE goal for the amount of work to be awarded is 0% of the total project price. The bidder shall also complete the DBE Submittal Form in accordance with the program requirements.

(B) DBE Participation: The bidder certifies that it will utilize DBE's as follows:

_____ % OF TOTAL CONTRACT

NOTE: Bidder must fill in the above blank. If no percentage is specified, the bidder certifies that it agrees to, and will comply with the contract goal. If a percentage below the contract goal is specified, then the bidder must submit complete documentation of good faith efforts to meet the DBE contract goal, immediately below.

(C) Certification of Good Faith Efforts to Obtain DBE Participation: By submitting its signed bid, the bidder certifies under penalty of perjury and other provisions of law, that the bidder took each of the following steps to try to obtain sufficient DBE participation to achieve the Commission's proposed DBE Contract Goal: (Attach additional sheets if necessary).

__________________________________________________________________________________________

__________________________________________________________________________________________

__________________________________________________________________________________________

__________________________________________________________________________________________

__________________________________________________________________________________________

__________________________________________________________________________________________

__________________________________________________________________________________________

__________________________________________________________________________________________

__________________________________________________________________________________________

__________________________________________________________________________________________

__________________________________________________________________________________________
Identification of Participating DBEs: The information shown on this page must be completed. If this page is submitted but not signed, it will not be cause for rejection. The apparent low and second low bidder must file this form with the [Local Public Agency] by 4:00 p.m. on the third working day after the bid opening. Fax or email transmittal is permitted. The fax number is [_________] and the email address for submittal is [__________]. The original copy must be mailed by overnight mail to the Local Public Agency the day of the FAX or email transmittal. Contact External Civil Rights at (573) 751-7801 for questions or assistance in completion. (Note: Submittal of this form is not required if the Contract DBE Goal is 0%)

The undersigned submits the following list of DBEs to be used in accomplishing the work of this contract. The work, supplies or services, applicable value and percent of total federal contract each DBE is to perform or furnish is as follows:

<table>
<thead>
<tr>
<th>(A) DBE Name &amp; Address</th>
<th>(B) Bid Item numbers (Or Line numbers)</th>
<th>(C) $ Value of DBE of Work ** (Unit Price x Quantity of each item in B, or Lump Sum)</th>
<th>(D) % Of $ Value Applicable to DBE Goal ** (100%, 60%)</th>
<th>(E) $ Amount Applicable to DBE Goal for each item (C x D)</th>
<th>(F) % Of Total Contract Amount for each item (E/Total Contract Amount)</th>
</tr>
</thead>
<tbody>
<tr>
<td>1.</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Total</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>2.</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Total</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>3.</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Total</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>4.</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Total</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Total DBE Participation</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

** Cannot exceed contract amount for given item of work.

DBE Form 2 of 3

Duello Road Phase II B

P-10
### DBE Submittal Forms

<table>
<thead>
<tr>
<th>(A) DBE Name &amp; Address</th>
<th>(B) Bid Item numbers</th>
<th>(C) $ Value of DBE of Work ** (Unit Price x Quantity of each item in B, or Lump Sum)</th>
<th>(D) % Of $ Value Applicable to DBE Goal ** (100%, 60%)</th>
<th>(E) $ Amount Applicable to DBE Goal for each item (C x D)</th>
<th>(F) % Of Total Contract Amount for each item</th>
</tr>
</thead>
<tbody>
<tr>
<td>Trucking Services</td>
<td></td>
<td></td>
<td>100%</td>
<td>Only Include Fees for Trucking Services</td>
<td></td>
</tr>
<tr>
<td>Only used if the DBE owns the trucks or is leasing from a DBE firm</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Trucking Services</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Trucks are leased from non-DBE source</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Brokered Services</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>Only Include Fees for Brokered Services</td>
</tr>
<tr>
<td>Totals (Page 1)</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Totals (Page 2)</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Totals (additional pages if needed)</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Total DBE Participation</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

** Cannot exceed contract amount for given item of work.

Company: ____________________________ Date: ____________________________

By: ____________________________ Title: ____________________________

DBE Form 3 of 3
GENERAL REQUIREMENTS

GENERAL

St. Charles County reserves the right to add or reduce any quantity of all Contract bid items at the Contract unit price for that item.

DRAWINGS

Accompanying these specifications are the following drawings, which are to illustrate and become a part of these specifications:

<table>
<thead>
<tr>
<th>Description</th>
<th>Sheet Number</th>
</tr>
</thead>
<tbody>
<tr>
<td>Cover</td>
<td>C1.1</td>
</tr>
<tr>
<td>Coordinate Points</td>
<td>C2.1</td>
</tr>
<tr>
<td>Typical Sections</td>
<td>C3.1 &amp; C3.3</td>
</tr>
<tr>
<td>Plan &amp; Profile</td>
<td>C4.1 - C4.7</td>
</tr>
<tr>
<td>Culvert Profiles</td>
<td>C7.1 – C7.3</td>
</tr>
<tr>
<td>Traffic &amp; Erosion Control</td>
<td>C8.1 - C8.5</td>
</tr>
<tr>
<td>Cross Sections</td>
<td>C10.2 - C12.2</td>
</tr>
<tr>
<td>Drainage Area Map</td>
<td>C13.1</td>
</tr>
</tbody>
</table>

The following Missouri Department of Transportation Standard Plans for Highway Construction are not included in the construction plans, but are included by reference, as follows:

<table>
<thead>
<tr>
<th>Description</th>
<th>Sheet Number</th>
</tr>
</thead>
<tbody>
<tr>
<td>Excavation and Embankment – Typical Details</td>
<td>203.00E</td>
</tr>
<tr>
<td>Superelevation, Spirals and Widening (5 sheets)</td>
<td>203.20F</td>
</tr>
<tr>
<td>Rock Lining for Culvert Outlet</td>
<td>609.70C</td>
</tr>
<tr>
<td>Temporary Traffic Control Devices (9 sheets)</td>
<td>616.10AS</td>
</tr>
<tr>
<td>Temporary Erosion Control Measures (6 Sheets)</td>
<td>806.10J</td>
</tr>
</tbody>
</table>

The following St. Charles County Standard Plans are not included in the construction plans, but are included by reference, as follows:

<table>
<thead>
<tr>
<th>Description</th>
<th>Sheet Number</th>
</tr>
</thead>
<tbody>
<tr>
<td>Flared End Section (Precast Concrete)</td>
<td>C604.40</td>
</tr>
<tr>
<td>Flared End Section (Inlet/Outlet Protection)</td>
<td>C604.42</td>
</tr>
<tr>
<td>Concrete Sidewalk and Curb Ramps</td>
<td>C608.10</td>
</tr>
<tr>
<td>Concrete Sidewalk</td>
<td>C608.14</td>
</tr>
<tr>
<td>Residential Bituminous Concrete Entrance</td>
<td>C608.30</td>
</tr>
</tbody>
</table>
These drawings and specifications are intended to be so coordinated that any work included in one and not in the other, shall be executed as if included in both.

All work contemplated and described in the specifications shall be carried out in accordance with the general and detail drawings made a part thereof and with such additional detail drawings and directions as may be given from time to time during the progress of the work. On all drawings, computed dimensions shall take precedence over measurements by scale and full-sized details over scale drawings.

The CONTRACTOR shall maintain a record set of drawings at the site and mark thereon any changes as the work proceeds. These drawings shall indicate the vertical and horizontal location of improvements in plan and profile view.

Upon completion of the work, these “as-built” changes shall be transferred, with changes clearly identified, onto blueprint drawings which will be furnished to the COUNTY at no direct pay. These “as-built” drawings, certified by a Land Surveyor or Engineer registered in the State of Missouri, shall be delivered to the COUNTY ENGINEER for his review and approval prior to final payment.

**INSURANCE**

The CONTRACTOR shall maintain all required insurance and provide required certificates in accordance with Section 107.13 of the St Charles County Standard Specifications for Arterial Highway Construction, 2006.

**PERFORMANCE BOND**

A bond will be required for the full amount of the contract price with a surety company, conditioned for the faithful performance of this Contract and the guarantee of the work. Both Contract and bond shall be executed in quadruplicate and in a form acceptable to the COUNTY. The cost of the performance bond shall be incidental to the price bid.

**PAYMENT AND MATERIALS BOND**

A bond will be required for the full amount (100 percent Labor and Material) of the contract price with a surety company. The bond shall be executed in quadruplicate and in a form acceptable to the COUNTY. The cost of the payment and materials bond shall be incidental to the price bid.

**GOVERNING STANDARD SPECIFICATIONS AND DEFINITION CHANGES**

The general requirements, provisions and technical specifications governing the completion of the work contemplated shall be the *St. Charles County Standard Specifications for Arterial Highway Construction, 2006* (hereinafter referred to as the Standard Specifications) for the roadway and insurance requirements together with the General and Job Special Provisions and other County and State requirements contained in the contract documents.

*Special attention is called to the following sections:*
A. The contractor shall comply with all the provisions of Section 806 in regards Temporary Water Pollution and the Storm Water Pollution Prevention Plan.

B. The contractor shall be familiar with Sections 104.2 Differing Site Conditions, 104.3 Changes in the Work, 104.4 Notification of Differing Site Conditions and Changes in the Work, 105.1.2 Suspension of Work, 108.6 Temporary Suspension of Work, 108.15 Suspension of Work Directed by the Engineer, 109.4 Differing Site Conditions and Changes in the Work, and 109.12 Change Orders.

Contract Form, Contract Bond, and CONTRACTOR Acknowledges will be in identical form to those contained in these specifications.

All storm sewer construction shall meet the requirements of the Metropolitan St. Louis Sewer District materials, installation, and details, as reference in the contract documents or on the plans.

Whenever reference is made to the requirements of American Society for Testing and Materials (ASTM), American Association of State Highway and Transportation Officials (AASHTO) or other specified standard specification the latest current revision thereof shall be used and the English version shall be used.

REFERENCE STANDARDS

Reference to standards, specifications, manuals, or codes of any technical society, organization, or association, or to the Laws or Regulations of any governmental authority, whether such reference be specific or by implication, shall mean the latest standard specification, manual, code, or Laws or Regulations in effect at the time of opening of Bids (or on the Effective Date of the Agreement if there were no Bids), except as may be otherwise specifically stated. However, no provision of any referenced standard, specification, manual, or code (whether or not specifically incorporated by reference in the Contract Documents) shall be effective to change the duties and responsibilities of Owner, CONTRACTOR, or Engineer, or any of their Consultants, agents, or employees from those set forth in the Contract Documents, nor shall it be effective to assign to Engineer, or any of Engineer's Consultants, agents, or employees, any duty or authority to supervise or direct the furnishing or performance of the Work.

COORDINATION WITH OTHER CONTRACTORS

There is a possibility that other CONTRACTORS may be working in the vicinity during the construction of this Contract. The CONTRACTOR shall inform himself fully of the conditions relating to construction and labor under which the work will be or is now being performed, and the CONTRACTOR must employ as far as possible such methods and means in carrying out his work as will not cause any interruptions or interference to any other CONTRACTOR.

When necessary for proper prosecution of work, each CONTRACTOR shall permit the other access through the overlapping construction areas and the use of any access or haul roads constructed by others.
SHOP DRAWINGS

In all cases where details or shop drawings are required, the CONTRACTOR shall submit (five copies) to the COUNTY ENGINEER, St. Charles County, Missouri for review before any of the work is begun. Should extensive changes be necessary, corrected drawings shall be submitted for final review. Five (5) copies of the final reviewed drawings will be required. (Two (2) copies will be returned to the CONTRACTOR.)

The CONTRACTOR shall thoroughly review the shop drawings for compliance with the Contract drawings and specifications before submitting them to the COUNTY ENGINEER. The shop drawings shall be stamped “reviewed” by the CONTRACTOR BEFORE submitting them to the COUNTY ENGINEER.

When it is required to submit material or equipment, shop drawings, manufacturer’s brochures, or samples for review, said submittals are to be made to the COUNTY ENGINEER through the General CONTRACTOR.

Each item submitted for approval must be identified by reference to specification paragraph number and/or plan drawing number.

If the item described or submitted is not exactly as specified by the plans and/or specifications, the procedure shall be as follows:

With the submittal CONTRACTOR shall state in writing that the item is not exactly as specified by the plans and/or specifications and he shall state the difference.

At least five (5) copies of the shop drawings, manufacturer’s brochures, or samples shall be submitted to the COUNTY ENGINEER

The COUNTY ENGINEER will then evaluate the submittal and will transmit the accepted or rejected submittal to the CONTRACTOR.

When substitutions for the specified items are approved, the submitting CONTRACTOR will be responsible for all costs incurred due to the changes from plans and/or specifications. This includes additional design costs, material and equipment costs and any appurtenant cost that may be incurred by other trades.

The COUNTY and/or CONSULTING ENGINEER will not be responsible for errors in the shop drawings which their examination and scrutiny may have failed to detect, and the CONTRACTOR shall be absolutely responsible for the correctness of the drawings furnished by him or his subcontractors.

Within two (2) weeks after signing the Contract between the COUNTY and the CONTRACTOR, the CONTRACTOR shall submit a complete list of shop drawings and samples for items of work and the approximate dates on which they will be submitted for approval. The CONTRACTOR’S first payment can be withheld if this requirement is not met.
The following shop drawings and/or manufacturers data shall be required:

<table>
<thead>
<tr>
<th>Concrete Mix Design (each type to be used)</th>
<th>Traffic Control Devices</th>
</tr>
</thead>
<tbody>
<tr>
<td>Asphalt Mix Design (each type to be used)</td>
<td>Erosion Control Devices</td>
</tr>
<tr>
<td>Fencing and Gates</td>
<td>Reinforced Concrete Pipes</td>
</tr>
<tr>
<td>Seed</td>
<td>Precast Concrete Structures</td>
</tr>
<tr>
<td>Rock Blanket</td>
<td>Tack and Prime Coats</td>
</tr>
</tbody>
</table>

**TRUCK TICKETS**

All items, except reinforcing, structural and fabricated steel, to be paid for on the basis of weight, shall be weighed on a licensed scale and the weight ticket issued at the scale for each load of material shall be furnished to the ENGINEER at the time of delivery of the material.

Tickets shall show the following information:

- St. Charles County
- Date
- Contractor’s Name
- Job Name
- Gross and Tare Weights or Volume
- Time Left Plant
- Ticket Number
- Load Number
- Type of Material Delivered

**RIGHTS-OF-WAY**

All improvements will be constructed within the public right-of-way shown on the plans.

Upon completion of the contract work, the CONTRACTOR shall restore, without additional cost to the COUNTY, all improvements within the right-of-way to substantially the same conditions as they were at the commencement of the construction work, unless otherwise noted.

At Project Closeout, the ENGINEER will ensure the conditions of areas located outside of the Existing right-of-way were not damaged, and if damaged were repaired to the same as at the commencement of the work. Non-approval can result in the withholding of final payment.

All costs resulting from the maintenance or improvement of areas outside the construction limits depicted on the plans – such as incidental grading, and the repair of improvements damaged by the CONTRACTOR – shall be borne by the CONTRACTOR.

**INSPECTIONS**
The CONTRACTOR shall assure that representatives of the COUNTY shall have the privilege of inspecting and reviewing work done by the CONTRACTOR or his subcontractors on this project, in accordance with Section 105.10 of the Standard Specifications.

The CONTRACTOR shall also assure that all of his subcontractors, if any, maintain all books, documents, papers and other evidence pertaining to cost incurred in connection with the Contract and make such materials available at such CONTRACTOR’s office at all reasonable times during the contract period.

The COUNTY ENGINEER or his representative on the following items of work will generally make inspections and job control tests. It shall be the responsibility of the CONTRACTOR to notify the COUNTY ENGINEER or his representative by 3:00 P.M. of the day preceding any operation that affects these items.

<table>
<thead>
<tr>
<th>All Earthwork Operations</th>
<th>Backfill (soil against concrete)</th>
</tr>
</thead>
<tbody>
<tr>
<td>All Concrete Operations</td>
<td>All storm sewer pipe installation</td>
</tr>
<tr>
<td>All Asphalt Operations</td>
<td>All aggregate base installation</td>
</tr>
<tr>
<td>Backfill (storm sewer)</td>
<td>Temporary pavement installation</td>
</tr>
<tr>
<td>Seeding &amp; Sodding</td>
<td>All mailbox installations</td>
</tr>
<tr>
<td>Erosion control installation</td>
<td></td>
</tr>
</tbody>
</table>

If any operation which affects the above mentioned items is to be performed on a Monday, notification must be made to the COUNTY ENGINEER or his representative by 3:00 P.M. of the preceding Friday. The lack of supervision or inspection by the COUNTY ENGINEER or his representative shall not relieve the CONTRACTOR of the responsibility to construct the project according to the plans and specifications. Any work performed or materials used without authorization by the COUNTY ENGINEER or his representative may be ordered removed and replaced at the CONTRACTOR’S expense.

The COUNTY shall also reserve the right to inspect any fabricated or manufactured items at the place of fabrication and/or manufacture, in accordance with Section 105.10 of the Standard Specifications. The COUNTY’S representative shall be notified in advance of the beginning of the shop work so the COUNTY’S representative may be present if the COUNTY’S representative desires. Requests for shop inspection shall be made a minimum of five (5) working days in advance of the need for inspection. The COUNTY’S representative shall have full access to all parts of the shop or project site where material is being fabricated or assembled for inspection, and shall be provided with every reasonable facility for determining the character of material, acceptability of fabrication, and the masses of the pieces.

**LABOR RECORDS**

The prime CONTRACTOR and each subcontractor on all projects are required to submit one certified copy of labor payrolls for each week that work is in progress. In the event that work is temporarily suspended, the last payroll shall be marked appropriately to note that it will be the last payroll until work is resumed.
Payrolls to be submitted shall be checked for compliance with the contract requirements. All payrolls shall be retained for a period of three years after the date on which the project has been deemed completed.

A certified copy of each weekly payroll must be submitted by the prime CONTRACTOR within 7 days of the payment date of the payroll. The certification may be attached to the payroll or may be on the payroll itself. The prime CONTRACTOR will be responsible for the submittal of payrolls and certifications for all subcontractors on the project.

The local agency shall check payrolls, with the following checks being made to insure proper labor compliance:

A. The employee’s full name as shown on his social security card, his address and social security number shall be entered on each payroll;
B. Check the payroll for correct employee classification;
C. Check the payroll for correct hourly wage and, where applicable, the correct overtime hourly rate;
D. Check the daily and weekly hours worked in each classification including actual overtime hours worked (not adjusted hours);
E. All deductions are listed and the net wage shown. The Form WH-347 (explained in a subsequent paragraph) is to be used where fringe benefits are paid into established programs. However, if fringe benefits are paid in cash to the employee, the amount shall be indicated on the payroll.
F. To assure that the payrolls are arithmetically correct, approximately 10% of the extensions on the first three payrolls shall be checked. The CONTRACTOR is to be advised of any violations noted on the labor payroll. All the errors are to be corrected by means of a supplementary payroll.
G. All checking by the local agency shall be made in red pencil and initialed by the checker.
H. Final payrolls shall be marked “Final” or “Last Payroll”.
I. A record of all payrolls is to be maintained by the local agency.

The prime CONTRACTOR and each subcontractor are required to submit a weekly statement of compliance within seven days of the payment date of each payroll period. This statement, Form WH-347, is to be submitted in the prescribed form as set out in the “Required Contract Provisions” included in the contract. A record of all statements is to be maintained by the COUNTY.

**LABOR POSTINGS**

The following information is required to be posted on the project and in the St. Charles County Highway Department office. Postings of any such other information as required by State and/or Federal wage/labor laws shall also be made.

1. In the COUNTY ENGINEER’S office:
   a. Missouri Equal Employment Opportunity Notice
   b. PR-206, Title 18, Section 1020, Notice on False Statements

2. On the project:
   a. Missouri Equal Employment Opportunity Notice
   b. State Wage Rates

Duello Road Phase II B GR-7
COORDINATION OF WORK

The CONTRACTOR shall cooperate with and so coordinate his work under this Contract to minimize cross-interference with the following:

1. Utility relocation arranged or constructed by the COUNTY.

2. Any utility relocation performed by any private utility. CONTRACTOR needs to show on his schedule how he plans to work with the utility relocations. Utility scheduling is further addressed in Section D of the Job Special Provisions. Contractor’s attention is directed to Section 105.7 of the Standard Specifications regarding coordination with utility companies.

3. Local access to abutting property owners.

4. Mail delivery service. CONTRACTOR must coordinate with the Post Office to ensure that mail delivery is not interrupted on any parcel at any time during the project. If temporary mail boxes are required, the CONTRACTOR will be responsible for procuring, installing and maintaining. All work associated with providing mail service is considered incidental and no direct payment will be made. Reinstallation of the permanent mail boxes will be done in such a manner that the mail box is in equal or better condition than at the beginning of construction. No direct payment for mailbox construction will be made.

CONFLICT WITH PERSONNEL

If a conflict between personnel of the CONTRACTOR and the COUNTY escalates to the point that it hinders the progress of the Work and cannot be settled amicably, the CONTRACTOR’s personnel involved in the conflict shall be removed from the project.

A personnel conflict shall not give cause for the CONTRACTOR to terminate this Contract nor to pull off employees from active job sites. If the CONTRACTOR withdraws crews, the COUNTY may, at its sole discretion, consider the Contract to be terminated under the provisions of Article 14 of the County-Contractors Agreement. If the COUNTY so determines, notices shall be given as set forth therein.

NOTICE TO OWNERS AND AUTHORITIES

CONTRACTOR shall notify owners of adjacent property and utilities when prosecution of the Work may affect them.

When it is necessary to temporarily deny access to property, or when any utility service connection must be interrupted, CONTRACTOR shall give notices sufficiently in advance to enable the affected
persons to provide for their needs. Notices shall conform to any applicable local ordinance and, whether delivered orally or in writing, shall include appropriate information concerning the interruption and instructions on how to limit inconvenience caused thereby.

**CONSTRUCTION AND TRAFFIC CONTROL SIGNS AND BARRICADES**

All signs and barricades as detailed on the Plans shall be furnished, installed and maintained by the CONTRACTOR. The CONTRACTOR shall meet all requirements of the latest revision of the MUTCD “Manual on Uniform Traffic Control Devices”. No traffic switches will be made without the necessary temporary or permanent signage and/or striping in place meeting the requirements of the Standard Specifications and/or the MUTCD.

**TESTS**

The CONTRACTOR shall notify the COUNTY ENGINEER of the sources of all materials in order that required tests and approval of source materials can be made without delaying the project. The COUNTY shall perform its own testing or employ a testing agency to make soil, compaction, asphalt, and other tests identified in these specifications. Concrete cylinders will be made in accordance to ASTM C 39. Unless otherwise directed, the cylinders shall be tested at the following intervals:

1 at 7 days
1 at 14 days
1 at 28 days
1 held until completion of project

CONTRACTOR may request additional cylinders be made and broken early. The cost of the additional cylinders and testing will be borne by the CONTRACTOR.

The COUNTY at their discretion and at their cost may make additional concrete tests and the CONTRACTOR shall cooperate. The CONTRACTOR is responsible to certify all necessary tests have been performed on prefabricated assemblies such as precast box culverts and modular wall units.

**EMERGENCY PROVISIONS AND INCIDENT MANAGEMENT (DSP-90-11F)**

The CONTRACTOR shall have communication equipment on the construction site or immediate access to other communication systems to request assistance from the police or other emergency agencies for incident management. In case of traffic accidents or the need for police to direct or restore traffic flow through the job site, the CONTRACTOR shall notify police or other emergency agencies immediately as needed. The COUNTY engineer's office shall also be notified when the CONTRACTOR requests emergency assistance.

In addition to the 911 emergency telephone number for ambulance, fire or police services, the following agencies may also be notified for accident or emergency situation within the project limits.
This list is not all inclusive. Notification of the need for wrecker or tow truck services will remain the responsibility of the appropriate police agency.

The CONTRACTOR shall notify enforcement and emergency agencies before the start of construction to request their cooperation and to provide coordination of services when emergencies arise during the construction at the project site. When the CONTRACTOR completes this notification with enforcement and emergency agencies, a report shall be furnished to the engineer on the status of incident management.

No direct pay will be made to the CONTRACTOR to recover the cost of the communication equipment, labor, materials or time required to fulfill the above provisions.

**EROSION CONTROL MEASURES**

The CONTRACTOR shall provide adequate erosion control features in accordance with any local, state and federal regulations, this includes the St. Charles County Erosion Control and Sediment Guidelines as well as in accordance with the Construction Plans. The CONTRACTOR shall submit any additions or deletions from their provided erosion control plan to the COUNTY for approval prior to the start of construction.

**PROGRESS SCHEDULE**

The CONTRACTOR shall, prior to or at the preconstruction meeting, prepare and submit to the COUNTY ENGINEER for approval a detailed schedule of all operations showing the following:

1. The anticipated time of commencing and completion of various operations to be performed under this Contract.

2. The estimated time required for fabrication and/or delivery of all materials and equipment required for the work.

3. Utilities relocations by others and how it affects CONTRACTOR schedules.

The COUNTY ENGINEER may require the CONTRACTOR to adjust his plan, equipment or construction forces, if progress falls behind the approved schedule such that completion within the specified time appears doubtful.

The CONTRACTOR must update the progress schedule and resubmit to the County for acceptance anytime work falls behind the current accepted schedule.

**PROGRESS REPORTS**
The CONTRACTOR shall submit progress reports on a monthly basis beginning the first Friday after award of the project and continuing through closeout of the project. The reports shall briefly describe work accomplished during the time period and projected work for the next time period. They shall indicate the project number, and the days the CONTRACTOR was unable to work due to conditions beyond his control (list specific reason, i.e. rain, cold, etc.). They shall be in a neat, legible form and submitted to the COUNTY (four copies).

PROGRESS PAYMENTS

CONTRACTOR shall submit original signed monthly pay requests to the COUNTY ENGINEER by the tenth of the month. Payment will be made by the first of the next month. The pay request will reflect the following changes and totals made on past invoices for:

- Contract Amount
- Total Change Order amounts
- Pay Item quantities of work completed that month
- Additional pay items
- Previously paid invoices
- Total retainage to date
- Total amount due this pay request

Retainage shall be administered in accordance with Section 109.9 of the Missouri Standards Specifications for Highway Construction, 2011. All references therein to “Commission” are understood as replaced with “County.” Section 109.9.1.2 shall be disregarded in its entirety.

Retainage, as defined per the Missouri Standards Specifications for Highway Construction, 2011, shall be further administered in accordance with RSMo 34.057, which is included in its entirety for informational purposes as follows:

34.057 RSMo

Nothing in this section shall prevent the owner from withholding payment or final payment from the contractor, or a subcontractor or material supplier. Reasons for withholding payment or final payment shall include, but not be limited to, the following: liquidated damages; unsatisfactory job progress; defective construction work or material not remedied; disputed work; failure to comply with any material provision of the contract; third party claims filed or reasonable evidence that a claim will be filed; failure to make timely payments for labor, equipment or materials; damage to a contractor, subcontractor or material supplier; reasonable evidence that a subcontractor or material supplier cannot be fully compensated under its contract with the contractor for the unpaid balance of the contract sum; or citation by the enforcing authority for acts of the contractor or subcontractor which do not comply with any material provision of the contract and which result in a violation of any federal, state or local law, regulation or ordinance applicable to that project causing additional costs or damages to the owner.

First payment will not be made until the following items have been approved by the COUNTY.

   Project Schedule

Duello Road Phase II B    GR-11
Subsequent progress payments will be suspended unless the CONTRACTOR’s project schedule is up to date and acceptable to the County, and weekly payroll statements of compliance are current.

**HOURS OF WORK**

During Central Standard Time-CST, all work is to be accomplished between the hours of 7:00 a.m. and 6:00 p.m. Monday through Friday and between 7:30 a.m. and 5:00 p.m. on Saturday. During central daylight savings time, all work is to be accomplished between the hours of 6:30 a.m. and 6:00 p.m. Monday through Friday and between 7:30 a.m. and 5:00 p.m. on Saturday. CONTRACTOR shall notify COUNTY no less than 48 hours in advance of any work scheduled to be done on Saturday. No work shall be performed on Sunday. Work outside of these hours, including incidentals, can only be done following a written request to and subsequent written approval from the COUNTY ENGINEER.

**PROTECTION DURING CONSTRUCTION**

During the progress of the work, the CONTRACTOR shall protect all existing and new work from injury or defacement and particular care shall be taken of all finished parts. Any damage occurring to the work from any cause, including any damage caused by others and utilities, shall be properly repaired and/or replaced at the CONTRACTOR’S expense to the satisfaction of the COUNTY ENGINEER.

The CONTRACTOR is also responsible for any repair and/or maintenance required throughout the project from the Notice to Proceed until final acceptance. These maintenance items or repairs include but are not limited to pothole repair, resurfacing temporary roads, maintenance of utility cuts, mowing, etc.

**CLEANING UP**

The CONTRACTOR shall have all rubbish and debris removed from the premises from time to time as directed by the COUNTY ENGINEER. Upon the completion of the work, the premises shall be left in a neat and presentable condition.

**TEMPORARY FACILITIES**

Temporary Toilet For Workmen -- The CONTRACTOR shall provide temporary toilet facilities conforming to requirements of all Health and Sanitation Codes for use by workmen employed on the project. The location of the toilet shall be as directed by the COUNTY ENGINEER and the facilities shall be kept in a clean, sanitary condition at all times. The cost for the temporary toilet shall be included in the bid price for other work.

Temporary Light and Power -- The CONTRACTOR shall provide and pay all charges for temporary light and power, as required for the work.
Temporary Water -- The CONTRACTOR shall provide and pay for temporary water service, as required for the work.

Temporary Field Office -- The CONTRACTOR may provide and maintain a temporary field office for his use. The COUNTY ENGINEER shall approve the location of the proposed office. No direct payment will be made for this work.

HAULING OVER STREETS

All streets over which hauling is performed shall be kept reasonably clean of spilled or tracked-on materials at all times and shall be thoroughly cleaned of such materials daily, within one hour after the suspension of hauling operations if said street is used by the traveling public.

The CONTRACTOR will be required to secure from the proper City, County, and State authority any permits which may be required to haul over city, County or state streets, and any hauling operation shall be subject to the requirements of such permits and to any applicable City, County or State regulations and ordinances governing hauling and the movement of equipment over said city, County, or state streets. CONTRACTOR is reminded that they must follow posted weight limits for bridges.

CUTTING AND PATCHING

The CONTRACTOR shall do all cutting, fitting, or patching of his work that may be required to make its several parts connect with the existing conditions as shown upon, or reasonably implied by the plans and specifications and as may be directed by the ENGINEER.

Any cost caused by defective or ill-timed work shall be borne by the party responsible therefore as determined by the COUNTY.

The CONTRACTOR shall not endanger any work by cutting, digging, or otherwise, and shall not cut or alter the work of any other CONTRACTOR without the consent of the ENGINEER.

WORK IN EXISTING DRAINAGE AREA

The attention of the BIDDER is directed to the fact that the site of the work conveys overland and piped storm water drainage. The CONTRACTOR shall inform himself fully, of the conditions relating to the construction and labor under which work will be performed. The CONTRACTOR shall employ as far as possible such methods and means in carrying out his work as not to cause any interruptions or interference to the flow of storm water. The CONTRACTOR shall take special care to prevent the obstruction of the existing or new storm water facilities. In addition, all debris and material that could cause obstruction to downstream culverts, if a storm were to occur, must be removed immediately. All excavation shall be planned and executed in a manner to minimize the duration of exposure of unprotected soils. All borrow areas and embankments shall be managed to prevent sediment from entering nearby water or land. Disturbed areas shall be restored with permanent vegetative diversion, or siltation retention facilities shall be provided to protect water courses.
USE OF ST. CHARLES COUNTY IN ADVERTISING.

The successful bidder is specifically denied the right of using in any form or medium the names of St. Charles County or any other public entity within the St. Charles County for public advertising unless express written permission is granted.

SUBSTITUTE AND “OR-EQUAL” ITEMS.

The Contract, if awarded, will be on the basis of materials and equipment specified or described in the Bidding Documents without consideration of possible substitute or "or-equal" items. Application for review of substitute or "or-equal" materials or equipment will not be considered by ENGINEER until after the Effective Date of the County-Contractors Agreement.

The materials, products, systems and equipment described in the Bidding Documents establish a minimum standard of required function, dimension, appearance and quality, which must be met by any proposed substitution.

No substitution of the materials, products, systems and equipment described in the Bidding Documents will be considered prior to receipt of Bids unless written request for approval has been received by the COUNTY at least seven (7) days prior to the date for receipt of Bids. Each such request shall include the name of the material, product, system or equipment for which substitution will be made and a complete description of the proposed substitute including drawings, costs, performance and test data and any other information necessary for an evaluation. A statement setting forth any changes in other materials, products, systems, equipment, or other Work that incorporation of the substitute would require shall be included in each such request. The COUNTY, at its sole discretion, may approve or disapprove the proposed substitute.

If the COUNTY approves any proposed substitution prior to receipt of Bids, such approval will be set forth in an Addendum. BIDDERS shall not rely upon approvals made in any other manner.

No substitutions will be considered after the Contract is awarded unless specifically provided in the Contract Documents.

PROJECT SUBMITTALS AND CLOSEOUT

Although not an all-inclusive list, the following submittals shall be required by the CONTRACTOR prior to the start of construction:

- Bid Guaranty Submitted:___________
- Contract Agreement Submitted:___________
- Performance Bond Submitted:___________
- Payment & Materials Bond Submitted:___________
- Certificate of Insurance Submitted:___________
- Preliminary Work Schedule Submitted:___________
List of Desired Substitutions Submitted:___________
List of Subcontractors Submitted:___________

The following documents are required from the CONTRACTOR to make Final Payment:

- Prevailing Wage Affidavit Submitted:___________
  (Prime & Subcontractors)
- Contractor's Certification Regarding Settlement of Claims (Prime) Submitted:___________
- Contractor's Final Lien Waiver (Prime) Submitted:___________
- Contractor's Final Pay Invoice (Prime) Submitted:___________
- Contractor's Final Breakdown of D.B.E. Participation Submitted:___________

The CONTRACTOR shall close out the project in the following manner or as otherwise directed by the COUNTY ENGINEER:

- Final inspection and approval by the COUNTY ENGINEER.
- Any claim from his subcontractors, utilities, or adjacent property owners must be cleared.
- Final inspection and approval from all State and COUNTY agencies involved in the project.
- CONTRACTOR shall supply as-built markups, if required, on a clean set of drawings to the COUNTY ENGINEER at closeout.
- CONTRACTOR, including all subcontractors, shall supply final lien waivers for all material, labor and equipment with final pay request.
JOB SPECIAL PROVISIONS – TABLE OF CONTENTS
(Job Special Provisions shall prevail over Specification and/or General Provisions whenever in conflict therewith)

A. Duello Road Phase II B Project Specific Requirements
B. Contract Time for Completion of Work
C. Work Zone Traffic Management Plan
D. Utility Coordination
E. Revisions to the Standard Specifications
F. Additions to Standard Specifications
G. Modifications to Measurement and Payment
A. DUELLO ROAD PHASE II B PROJECT SPECIFIC REQUIREMENTS

1. Traffic Control

1.1 The handling of traffic shall be the responsibility of the CONTRACTOR and shall consist of furnishing, locating, and maintaining all barriers, warning lights, signs, flagmen, and other work and materials which may be required to properly protect the work and provide safety to the public. Battery type flashers will be used by the CONTRACTOR in areas he deems necessary; however, no direct payment shall be made for flashers. Such devices shall be organized following the guidelines of the latest revision of the MUTCD - Manual on Uniform Traffic Control Devices.

1.2 Roadways shall remain open at all times during construction except for short intervals of time when the movement of the CONTRACTOR’S equipment will seriously hinder the safe movement of traffic. Periods during which the CONTRACTOR will be allowed to halt traffic shall be as authorized by the ENGINEER.

1.3 Except during working hours, the CONTRACTOR shall not park vehicles or store equipment or materials within 30 feet of the edge of pavement carrying traffic, unless the equipment, vehicles, or materials are located in a properly protected area or an off-site storage area or as otherwise directed by the ENGINEER.

1.4 In addition to Section 616 of the Standard specifications, when two-way vehicular traffic is handled over a single lane, each flagger (minimum of 2) involved in controlling traffic through and along the work area shall be equipped with a portable transceiver radio when not within sight of each other. Under NO circumstances shall two-way traffic be handled over a single lane without the proper flagmen in place each equipped with a stop-slow hand signaling device meeting the requirements of the MUTCD.

1.5 The ENGINEER shall have the authority to limit or cease any of the CONTRACTOR’S operations which, in his opinion, may hamper or impede the safe flow of traffic.

1.6 Appropriate signs shall be provided and maintained by the CONTRACTOR throughout the project per Part VI of the Manual on Uniform Traffic control Devices. The number of signs, locations, and wording shall be approved by the ENGINEER before installation. All construction signs shall be covered in high intensity prismatic reflective sheeting and in new or good condition—free of dirt, torn sheeting, bent edges, and any other defects which the County determines unacceptable. Construction signs no longer in use shall be removed immediately.

1.7 Traffic control devices shall conform to latest edition of MODOT Standard Specification Sections 612, 616, 617, and 620. The CONTRACTOR shall maintain traffic during construction in accordance with MODOT Standard Specification Section 104.7.

1.8 The CONTRACTOR shall provide access to driveways at all times unless approval has been otherwise given by the property owner. Proof of such approval must be provided to the ENGINEER.
1.9 Method of Measurement and Payment.

1.9.1 The work provided herein will not be measured for payment, as it will be considered incidental to the other traffic control items such as channelizers, construction signs, permanent signs, project signs, and temporary signing and striping. These items will be paid for at the contract unit price indicated in the bid form. Furnishing, installing, relocating, and maintaining all traffic control devices not included under other bid items including warning lights, flagmen, and other work and materials which may be required to properly protect the work and provide safety to the public will not be paid for separately and shall be considered incidental.

1.9.2 The placement of channelizers, signage, etc. shall be in the proper quantity and spacing as specified in the MUTCD and/or Standard Specifications.

1.9.3 Construction signs will be paid for at the unit bid price for providing the signs and initial placement on the project. Maintenance of the construction signs and relocations within and between intersections and stages will be considered incidental to other contract work.

1.9.4 Type III movable barricades will be paid for at the unit bid price for providing the barricades and initial placement on the project. Maintenance of the barricades and relocations within and between stages will be considered incidental to other contract work.

1.9.5 Temporary striping will be paid for at the unit bid price for placement of temporary striping. Removal of temporary striping shall be incidental to the price for temporary striping and no additional payment shall be paid for removal.

1.9.6 No payment will be made for any temporary work (pavement repair, steel plates, etc.) associated with staging of any construction.

1.9.7 Temporary, short term, daytime closures of one lane of the existing roadways may be permitted for the placement of storm sewers, paving operations and other types of work, provided the proper signage and flagmen are in place. Operations will be immediately suspended should traffic restrictions be attempted on the existing roadway without the necessary flagmen being in place and properly equipped. No further payment will be made on the project until the CONTRACTOR has provided to the County sufficient proof that proper flagging procedures will be followed during any future operations requiring it.

1.9.8 In addition to the requirements spelled out under Paragraph C of this section, the CONTRACTOR is hereby advised that regular (no less than twice weekly) checks of the traffic control devices placed under this contract shall be conducted. The CONTRACTOR shall take immediate action to correct any devices found to be missing, out of place, or in need of repair or cleaning. Failure to correct any deficiency, whether found by the CONTRACTOR or as notified by the County, will result in the removal of any payment for traffic control devices (construction signs and moveable barricades) from the CONTRACTOR’S invoice until such time the corrections are made and the devices are in place according to the original plan, or any approved modification thereof.
1.9.9 No traffic switch can be made unless the necessary striping, whether temporary or permanent, is in place. Sufficient notice must be given to the County to allow proper notification to be made regarding the proposed traffic switch.

2. Erosion Control Monitoring

2.1 Regular maintenance of the erosion control measures must be performed to ensure that property off the right-of-way is not impacted by runoff from the project. Failure to properly maintain the erosion control structures may be cause for suspension of work by the County until the necessary corrections are made. In accordance with Standard Specifications Paragraph 105.1.2 “Suspension of Work”, any suspension will be considered non-excusable and non-compensable and the calendar day count will continue.

2.2 With grading taking place directly adjacent to roadways, the CONTRACTOR will be required to have signs and equipment on hand to immediately address any localized flooding problems that may occur on the roadway. A 24-hour contact number must be given for flooding emergencies that might arise during non-work hours. Should the CONTRACTOR fail to immediately respond to any report of flooding, the County reserves the right to take the measures necessary to correct the problem. The County will then deduct from the CONTRACTOR’s next invoice an amount equal to 5 times the costs incurred in responding to the problem.

2.3 The CONTRACTOR will be required to inspect all erosion control devices installed and inspect the entire project limits for erosion control issues. This inspection will be required weekly and after every rain event of 0.5 inches of precipitation or greater. The erosion control inspections will be required every week from the Notice to Proceed until the County issues final acceptance. The CONTRACTOR shall ensure all needed devices have been installed, are working properly, have been properly maintained, and are in good condition. The CONTRACTOR shall ensure no sediment is leaving the project limits, and that areas of future earth disturbance areas are protected. After each inspection the CONTRACTOR shall submit to the Engineer an Erosion Control Project Inspection Record every Monday and within 24 hours of a rain event. In case of a Monday holiday, the report will be required the next business day. The Engineer will provide the CONTRACTOR with the required Erosion Control Project Inspection Record forms. Failure to submit the required report or accurately report erosion issues may result in a delay of processing invoice payments, or a suspension of work. Any suspension of work will be considered non-excusable and non-compensable, and the calendar day count will continue.

The following is a copy of the Erosion Control Project Inspection Record: (next page)
## EROSION CONTROL PROJECT INSPECTION RECORD

<table>
<thead>
<tr>
<th></th>
<th></th>
<th></th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Date of Inspection:</th>
<th>Date of last runoff event:</th>
<th>Rainfall amount since last report: (inches)</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Disturbed Area on Project: (acres)</th>
<th>Authorized Area on Project: (acres)</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td></td>
</tr>
</tbody>
</table>

Are all required BMP’s installed? Yes ☐ No ☐
If No, list location(s) and Type of BMP required:

Are all installed BMP’s properly maintained? Yes ☐ No ☐
If No, list location(s):

Have all deficient BMP’s since last report been corrected within 7 days? Yes ☐ No ☐ N/A ☐
If No, explain why:

Are there areas where land disturbance operations have permanently or temporarily stopped?
Yes ☐ No ☐
If Yes, list where these areas are located and note if temporary or permanent:

Inspector Name: __________________________
Inspector Signature: __________________________ Date ____________
Duello Road Phase II B JSP-5
3. **Contractor Safety Officer**

Special attention is directed to Paragraph 107.4.1 of the Standard Specifications regarding the identification of the Contractor’s Safety Officer. In cases of calls from the County Police Department or other public safety agencies regarding public safety hazards arising from or related to the work performed under this contract, the County will first try to contact the Contractor’s on-site representatives (Superintendent or Project Manager) for correction. When unable to reach the on-site representatives, or in cases where they are non-responsive, the County will contact the Safety Officer. It will be the responsibility of the Superintendent, Project Manager, or Safety Officer to take the actions necessary to immediately correct the public safety concerns identified, regardless of the day or time.

**B. CONTRACT TIME FOR COMPLETION OF WORK**

1. **Overall Project Completion**

1.1 Completion of this contract shall be in accordance with Section 108.7 and will be administered by a calendar day completion basis. Completion is defined as 100% of the contract items completed including correction of deficiencies.

1.2 Regardless of when the work is begun on this contract, all work shall be completed within 120 Calendar Days from the date of the written Notice to Proceed.

1.3 Should the CONTRACTOR, or in case of default, the surety fail to complete the work within the calendar days specified, a deduction in the amount of $1,250.00 will be made for each and every calendar day that the contract remains uncompleted in accordance with the requirements of Section 108.8.

**C. WORK ZONE TRAFFIC MANAGEMENT PLAN**

**Description.** Work zone traffic management shall be in accordance with applicable portions of Division 100 and Division 600 of the Standard Specifications, and specifically as follows.

1. **Traffic Management Schedule.**

1.1 Traffic management schedules shall be submitted to the engineer for review prior to the start of work and prior to any revisions to the traffic management schedule. The traffic management schedule shall include the proposed traffic control measures, hours traffic control will be in place, and work hours.

1.2 The contractor shall notify the engineer prior to lane closures or shifting traffic onto detours.

1.3 The engineer shall be notified as soon as practical of any postponement due to weather, material or other circumstances.
1.4 In order to ensure minimal traffic interference, the contractor shall schedule lane closures for the absolute minimum amount of time required to complete the work.

1.5 Traffic Congestion. The contractor shall, upon approval of the engineer, take proactive measures to reduce traffic congestion in the work zone.

1.5.1 Traffic Delay. The contractor shall be responsible for maintaining the existing traffic flow through the job site during construction. If disruption of the traffic flow occurs and traffic is backed up in queues of 15 minute delays or longer, then the contractor shall review the construction operations which contributed directly to disruption of the traffic flow and make adjustments to the operations to prevent the queues from occurring again.

1.5.2 Where traffic queues extend to within 1000 feet (300 m) of the ROAD WORK AHEAD, or similar, sign on a divided highway or to within 500 feet (150 m) of the ROAD WORK AHEAD, or similar, sign on an undivided highway, the contractor shall extend the advance warning area, as approved by the engineer.

1.6 Temporary Traffic Control. The bid item temporary traffic control shall include work referenced here in section 2 and in section 616 of the standard specifications. Its lump sum amount shall be paid in increments equal to the percentage of work completed as determined at the end of the month.

2. Work Hour Restrictions.

2.1 There are three major summer holiday periods: Memorial Day, Independence Day, and Labor Day. All lanes shall be scheduled to be open to traffic during these holiday periods, from 12:00 noon on the last working day preceding the holiday until 9:00 a.m. on the first working day subsequent to the holiday.

2.2 The CONTRACTOR shall not perform any construction operation on the roadway, including the hauling of material within the project limits, during restricted periods, holiday periods, or other special events specified in the contract documents.

2.3 Lane Closures. The County may utilize changeable message sign(s) to assist the CONTRACTOR in notifying motorists of future traffic disruption and possible delays one week prior to lane closures. The changeable message sign(s) shall be installed at a location as approved or directed by the ENGINEER.

D. UTILITY COORDINATION

1.1 The CONTRACTOR is hereby notified that utility relocations may be necessary on this project and may, or may not, be in various stages of completion. As a result, the CONTRACTOR acknowledges and should be fully prepared for his operations to be impacted by conflicts of varying degree. As required by Sections 102.5.5 and 105.7 of the Standard Specifications, the
CONTRACTOR shall be responsible for contacting utilities and coordinating his work with the ongoing relocations.

1.2 Should a level of conflict arise whereby the utility relocation work requires a temporary suspension of work due to its impact on the CONTRACTOR’S major operation of work, an adjustment of the contract time for completion of work will made by utilizing the weighted time table.

1.3 Suspension of work will only be given where the utility conflicts are such that the CONTRACTOR’S major operation is impacted enough to prevent reasonable progress. Reasonable effort to work around the conflict will have to be shown by the CONTRACTOR before any suspension of work will be considered by the ENGINEER.

1.4 For informational purposes only, the following is a list of names, addresses, and telephone numbers of the known utility companies in the area of the construction work for this improvement:

<table>
<thead>
<tr>
<th>Company Name</th>
<th>Contact Name</th>
<th>Address</th>
<th>Phone</th>
</tr>
</thead>
<tbody>
<tr>
<td>Ameren Missouri</td>
<td>Amy Twellmann</td>
<td>200 N. Callahan Road</td>
<td>636.639.8305</td>
</tr>
<tr>
<td>City of Wentzville</td>
<td>Douglas Lee</td>
<td>310 West Pearce Blvd.</td>
<td>636.639.2054</td>
</tr>
<tr>
<td>Spire Energy Laclede Gas Company</td>
<td>Richard Frock</td>
<td>6400 Graham Road</td>
<td>314.522.2297</td>
</tr>
<tr>
<td>Charter Communications</td>
<td>Mr. John Danowski</td>
<td>815 Charter Commons Drive</td>
<td>636.387.6643</td>
</tr>
<tr>
<td>Lightcore</td>
<td>Jason Johns</td>
<td>11111 Dorsett Road</td>
<td>314.880.1610</td>
</tr>
<tr>
<td>Century Link National</td>
<td>William Carpenter</td>
<td>11111 Dorsett Road</td>
<td>636.485.6499</td>
</tr>
<tr>
<td>Cuivre River Electric Coop</td>
<td>Stan Winkle</td>
<td>1112 East Cherry Street</td>
<td>636.528.8261</td>
</tr>
<tr>
<td>Public Water Supply District #2</td>
<td>Daniel Woodcock</td>
<td>100 Water Drive</td>
<td>636.561.3737</td>
</tr>
<tr>
<td>Wentzville Fire District</td>
<td>Chief Mike Marlo</td>
<td>209 W. Pierce</td>
<td>(636) 639-1364</td>
</tr>
<tr>
<td>Century Link Local</td>
<td>Tim Howe</td>
<td>111 Trade Center Dr.</td>
<td>636.387.6643</td>
</tr>
</tbody>
</table>

1.5 The County does not warrant that the above listing or the depiction of utility lines or facilities on other bidding documents are complete or accurately reflect either all utilities or their precise locations within or adjacent to the project limits or the status of any relocation work.
1.6 The contractor agrees that any effects of the presence of the utilities, their relocation, contractor’s coordination of work with the utilities and any delay in utility relocation shall not be compensable as a suspension of work, extra work, a change in the work, as a differing site condition or otherwise including but, without limitation, delay, impact, incidental or consequential damages. The contractor’s sole remedy for the effects of the presence of utilities, delay in their relocation or any other effects shall be an excusable delay as provided in Section 105.7.3. The contractor waives, for itself, its subcontractors and suppliers the compensability of the presence of utilities, delay in their relocation and any cost to the contractor, its subcontractors and suppliers in any claim or action arising out of or in relation to the work under the contract.

1.7 The contractor shall be solely responsible and liable for incidental and consequential damage to any utility facilities or interruption of the service caused by it or its subcontractors operation. The contractor shall hold and save harmless the County from damages to any utility facilities interruption of service by it or its subcontractor’s operation.

E. REVISIONS TO THE STANDARD SPECIFICATIONS

SECTION 109 MEASUREMENT AND PAYMENT

Delete Section 109.9.1 Withholding of Retained Percentage, and replace with the following:

109.9.1 Withholding of Retained Percentage. Retainage of the contractor’s payment will not automatically be applied, however, the County may withhold payment for any of the following deficiencies, or for others as determined by the Engineer:

- liquidated damages
- unsatisfactory job progress
- defective construction work or material not remedied
- disputed work
- failure to comply with any material provision of the contract
- third party claims filed or reasonable evidence that a claim will be filed
- failure to make timely payments for labor, equipment or materials
- damage to a contractor, subcontractor or material supplier
- reasonable evidence that a subcontractor or material supplier cannot be fully compensated under its contract with the contractor for the unpaid balance of the contract sum
- citation by the enforcing authority for acts of the contractor or subcontractor which do not comply with any material provision of the contract and which result in a violation of any federal, state or local law, regulation or ordinance applicable to that project causing additional costs or damages to the owner.

Delete Section 109.9.2 Release of Retained Percentage, and replace with the following:
109.9.2 Release of Retained Percentage. That portion of the contractor’s payment that is retained for project deficiencies, including but not limited to those identified in Section 109.9.1, shall be released upon correction of the deficiency prompting the retained payment to the satisfaction of the Engineer.

Delete Section 109.9.3 Release with Pending Claims

SECTION 203 - ROADWAY AND DRAINAGE EXCAVATION, EMBANKMENT, AND COMPACTION

Delete Section 203.2.6, and replace with the following:

203.2.6 Unsuitable Subgrade. Where excavation to the finished graded section results in a subgrade or slopes of unsuitable material, the engineer may require the contractor to remove the unsuitable material, and backfill to the finished graded section with approved material.

203.2.6.1 Prior to the Engineer classifying an area as unsuitable subgrade, the contractor shall have performed Compacting in Cut in accordance with Sec 203.3.5. The material in question shall be given a reasonable duration and opportunity, as determined by the engineer, to achieve optimum moisture prior to reinstalling during the compacting in cut operations. If the compacting in cut work has not improved the stability of the material, the engineer may classify the material as unsuitable subgrade.

203.2.6.2 The contractor shall conduct his operations in such manner that the engineer may make the necessary measurements before the backfill is placed. The engineer will determine the type of backfill material required based upon the field conditions to provide to a stable foundation for the roadway. The engineer may order additional excavation beyond the pay limits established for roadway excavation in order to remove material found unsuitable for roadway construction. Measurement for the volume of unsuitable material excavated beyond or outside the limits shown on the plans or established by the specifications for roadway excavation will be made by the engineer.

Delete Section 203.3.5, and replace with the following:

203.3.5 Compacting in Cut. Cut compaction, after removal of the roadway excavation material to the required pavement or lowest base course, shall be temporarily exposed for the full width between roadway inslopes. A surface parallel to the pavement slope, 12 inches below the bottom of the pavement or lowest base course, shall be temporarily excavated for the full width between roadway inslopes. The exposed surface material, below the excavated layer, shall be manipulated and compacted to no less than the required density to a depth of 6 inches. The material above this compacted plane shall be spread in layers not exceeding 8-inch loose thickness, each layer being wetted or dried as
necessary and compacted to the specified density. The entire volume of material so handled and compacted, including the 6-inch layer compacted in place, will be considered as Compacting in Cut. All Class A material having a liquid limit of 40 or more, including the 6-inch layer compacted in place, shall be compacted at no less than the optimum moisture content.

Add the flowing to Section 203.2

203.2.18 Proof Rolling of Subgrade. The Engineer may require the contractor to proof roll the subgrade prior to the placement of embankment, after the completion of compacting in cut, prior to the placement of aggregate bases or pavements, and when embankments cannot be constructed with density or moisture control. The proof roll shall be with a truck loaded to the maximum single legal axle gross weight of 20,000 pounds or the maximum tandem axle gross weight of 34,000 pounds or as approved by the Engineer. The truck shall be operated at a speed less than 10 mph. A minimum of one pass maybe performed in each lane. All proof rolling operations shall be done in the presence of the engineer.

Delete Section 203.7.2, and replace with the following:

203.7.2 Payment for authorized excavation of unsuitable material, placement of an approved backfill material to create a stable foundation for the pavement, and disposal of the unsuitable material will be made at a unit price of $45 per cubic yard of additional excavation. The quantity on the bid form is an estimate, the actual quantity will be adjusted as determined by the amount of unsuitable material encountered, as determined by the Engineer. A change in Quantity will not be considered as a basis for a claim by the Contractor.

SECTION 501 PORTLAND CEMENT CONCRETE

Delete Section 501.2.2 Mix Design, and replace with the following:

501.2.2 Mix Design. The proportions of cement, fine aggregate, and coarse aggregate for portland cement concrete shall be as specified by the engineer within the applicable limits of the specifications for the class of concrete designated in the contract. All fine aggregate used for concrete driveways, concrete sidewalk, curb ramps, and paved approaches shall contain only Finish Sand or Meramec Sand. The engineer assumes no responsibility for the volume of concrete produced or furnished for the work.

SECTION 608 – CONCRETE MEDIAN, MEDIAN STRIP, SIDEWALK, STEPS, AND PAVED APPROACHES

Delete Section 608.2.1 and replace with the following:

Duello Road Phase II B JSP-11
608.2.1 Concrete sidewalks, curb ramps, and steps shall be constructed of Class B concrete or pavement concrete, except that all fine aggregate used for concrete sidewalks, curb ramps, and steps shall contain only Finish Sand or Meramec Sand.

Delete Section 608.2.2 and replace with the following:

608.2.2 Concrete medians, median strips, and paved approaches 6 inches thick or greater shall be constructed of pavement concrete. Concrete medians, median strips, and paved approaches less than 6 inches thick shall be constructed of either Class B concrete or pavement concrete. All fine aggregates used for paved approaches shall contain only Finish Sand or Meramec Sand.”

Delete Section 608.3.10 and replace with the following:

608.3.10 The Pedestrian Facilities shall meet all requirements of the American’s with Disabilities Act (ADA). ADA Improvements will not be accepted until the end of the project. All Pedestrian Facilities will be inspected using MODOT’s current ADA Post Inspection Checklist (attached to this Project Manual at the end of the document – after the State Wage Rates) during the semi-final inspection to check ADA Improvements for compliance. Each item listed must receive either a “Yes” or an “N/A” score. Any item receiving a “NO” will be deemed non-compliant and shall be corrected at the contractor’s expense unless deemed otherwise by the engineer. The contractor is expected to familiarize himself with the plans involving pedestrian facilities and the ADA Post Inspection Checklist prior to performing the work.

Add Section 608.3.11. Prior to work being performed, the contractor shall bring to the engineer’s attention any planned work that is in conflict with the design or with the requirement shown in the Post Inspection Checklist.

Add Section 608.3.12. The truncated dome spacing and dimensions shall meet the requirements of the ADA specifications. A sample of the panel and the manufacturer’s literature shall be submitted to the County Engineer for review a minimum of 2 weeks prior to the planned construction of the curb ramps. Adhesive bonded mats or tiles will not be accepted as a substitute.

SECTION 620 – PAVEMENT MARKINGS

Replace Sections 620.2.2 and 620.80 from the St Charles County Standard Specifications for Arterial Highway Construction with the following sections:

620.2.2 Permanent Pavement Marking.

620.2.2.1 On roadways open to traffic, permanent pavement marking shall be in place no later than five days after final paving operations. Permanent pavement marking applications for surface treatments requiring more than five days of cure shall be placed in accordance with manufacturer’s recommendations and as directed by the engineer.
620.2.2.2 On roadways open to traffic, any pavement marking obliterated by milling, grinding or resurfacing operations shall be replaced with temporary pavement marking in accordance with Sec 620.2.5 no later than the end of the same day unless, on the final surface, the permanent pavement marking material specified in the contract is placed by the end of the day. Pavement marking shall be replaced in the same configuration as the previously existing pavement marking unless otherwise shown on the plans or directed by the engineer.

620.2.2.3 When installing permanent pavement marking, the contractor shall begin intermittent pavement marking, starting with the gap, immediately after the last existing intermittent pavement marking to maintain the specified cycle length along the entire length of the intermittent pavement marking line.

620.2.2.4 If the permanent pavement marking cannot be placed according to these specifications and the road is to be opened to traffic with no permanent pavement marking in place, the contractor shall, at the direction of the engineer, place and maintain temporary pavement marking at the contractor’s expense. The contractor shall remove temporary pavement marking and place the permanent pavement marking according to these specifications and as directed by the engineer.

620.2.2.5 The pavement in the area to have permanent pavement marking applied shall be cleaned by high speed blown air just prior to the placement of the marking material. The cost of the air blowing surface preparation shall be included in the cost of the pavement marking bid item.

620.2.2.6 The contractor shall be responsible for laying out pre-marks onto the roadway in the areas to receive permanent pavement markings, as indicated on the pavement marking maps and/or as directed by the engineer. Centerlines on all two lane roadways shall be pre-marked and permanently marked as close to the center of the roadway as possible, regardless of street width deviations. The cost of pre-marking the roadway shall be included in the cost of the pavement marking bid item. Off center deviations greater than 6 inches for greater than 100 feet in length may be rejected, requiring their removal and replacement at no cost to the County.

SECTION 805 - SEEDING

Description: In accordance with Section 805.3.2, the following seed mixture shall be applied at the rate specified.

<table>
<thead>
<tr>
<th>Seed Name</th>
<th>Pounds of Pure Live Seed/Acre</th>
</tr>
</thead>
<tbody>
<tr>
<td>Alta Fescue</td>
<td>50</td>
</tr>
<tr>
<td>Annual Ryegrass</td>
<td>30</td>
</tr>
<tr>
<td>Creeping Red Fescue</td>
<td>50</td>
</tr>
<tr>
<td>Sweet Clover</td>
<td>25</td>
</tr>
</tbody>
</table>

Duello Road Phase II B JSP-13
Mulching: All seeded areas are to be mulched in accordance with Section 802 of the St. Charles County Standard Specifications for Arterial Highway Construction, 2006 Edition.

Method of Payment: Payment for seeding shall be at the contract unit price of per acre and shall cover the cost to mulch all seeded areas.

SECTION 806 – EROSION AND SEDIMENT CONTROL

Delete Section 806.30.2.1 and replace with the following:

806.30.2.1 Rock Ditch Checks. Rock ditch checks shall be constructed of clean rock with 60 percent of the pieces having a volume of 1 cubic feet or more. On the upstream side of the rock ditch check, 2 to 3 inch clean rock shall cover the face. If constructed in a dry ditch, the ditch check shall be 2.5 feet tall. If constructed in a stream with flowing or standing water, the berm shall extend 2.5 feet above the surface of the normal water elevation as determined by the engineer. Hand or mechanical placement will be allowed. Rock berms shall completely cover the ditch, swale, or stream, and the center of the rock ditch check shall be lower than the edges.

SECTION – 903-HIGHWAY SIGNING

Delete Subsection 903.3 and substitute the following:

903.3 Permanent signs shall be placed as indicated on the design plan(s) or as directed by the Engineer. All signs shall be fabricated with High Intensity Prismatic (HIP) reflective sheeting that meets or exceeds both ASTM D4956-09 Type III, Type IV, and ASTM D4956-07 Type X specifications. Signs shall be screen printed unless otherwise approved. Otherwise, they must meet or exceed Sec 1042 requirements unless shown differently on the plans.

903.3.1 PERMANENT SIGNS AND STREET IDENTIFICATION SIGNS.

All signs not shown on the plans to be specifically mounted using tubular steel or wooden post should be mounted onto a 2 inch by 2 inch 12 gauge perforated square galvanized steel tubing post. These posts shall be bolted to a 2.5 inch by 2.5 inch 12 gauge perforated square galvanized steel foundation tube extending at least 36 inches below the foundation tube top. This includes relocated signs.

B. All street identification signs shall be 0.080” minimum thick aluminum covered in high intensity prismatic green reflective sheeting with direct applied high intensity prismatic white letters. The characters of the street identification ground mounted signs must be compliant with the 2009 MUTCD, latest revision, currently 6 inch minimum upper-case and 4.5 inch lower-case letters.
(c) Each street identification sign will consist of two signs, one bolted on each side of perforated square post. The two signs are to be bolted together at each end and for payment purposes will be measured and paid for as one sign.

**Basis of Payment.** This work will be measured and paid for at the contract unit price of square feet for PERMANENT SIGNING, or other designated bid items chosen. This price shall include furnishing signs, fastener materials, and installing the sign panel.

---

**SECTION 1005 - AGGREGATE FOR CONCRETE**

Delete Section 1005.3.4 and replace with the following:

1005.3.4 Fine aggregate for ornamental concrete shall be free from coal and lignite material when tested in accordance with AASHTO T 113. All fine aggregate used for concrete paved approaches, concrete driveways, concrete sidewalk, curb ramps, and steps shall contain only Finish Sand or Meramec Sand.
F. ADDITIONS TO STANDARD SPECIFICATIONS

1. SECTION 401 PLANT MIX BITUMINOUS PAVEMENT

Add the following to Section 401.2:

401.2.3 Reclaimed Asphalt. The asphalt binder content of recycled asphalt materials shall be determined in accordance with AASHTO T 164, ASTM D 2172 or other approved method of solvent extraction. A correction factor for use during production may be determined for binder ignition by burning a sample in accordance with AASHTO T 308 and subtracting from the binder content determined by extraction.

401.2.3.1 Reclaimed Asphalt Pavement. Reclaimed Asphalt Pavement (RAP) may be used in any mixture, except SMA mixtures. Mixtures may be used with more than 30 percent virgin effective binder replacement provided testing according to AASHTO M 323 is included with the job mix formula that ensures the combined binder meets the grade specified in the contract. All RAP material, except as noted below, shall be tested in accordance with AASHTO T 327, Method of Resistance of Coarse Aggregate Degradation by Abrasion in the Micro-Deval Apparatus. Aggregate shall have the asphalt coating removed either by extraction or binder ignition during production. The material shall be tested in the Micro-Deval apparatus at a frequency of once per 1500 tons. The percent loss shall not exceed the Micro-Deval loss of the combined virgin material by more than five percent. Micro-Deval testing will be waived for RAP material obtained from MoDOT of St. Charles County roadways. All RAP material shall be in accordance with Sec 1002 for deleterious and other foreign material. The aggregate specific gravity shall be determined by performing AASHTO T 209 in accordance with Sec 403.19.3.1.2 and calculating the G_{se} to which a 0.98 correction factor will be applied in order to determine G_{sb} as follows:

\[
G_{se} = \frac{100Pb}{100 + \frac{Pb}{Gb}}
\]

\[
RAP \ G_{sb} = RAP \ G_{se} \times 0.98
\]

401.2.3.2 Reclaimed Asphalt Shingles. Reclaimed Asphalt Shingles (RAS) may be used in any mixture specified to use PG 64-22 in accordance with AASHTO PP 53 except as follows:
For mixtures containing RAS or a combination of RAS and RAP, the RAS contribution shall not exceed 20 percent effective virgin binder replacement. Mixtures containing a combination of RAS and RAP may have a maximum 30 percent effective virgin binder replacement with no virgin binder grade change. Mixtures containing a combination of RAS and RAP may have a 30 to 40 percent effective virgin binder replacement under the following conditions: (1) with a virgin binder grade change from a PG64-22 to a PG 58-28 or (2) with a combination of a PG64-22 binder and a rejuvenator provided testing demonstrates that a PG58-28, meeting the requirements of AASHTO M320, is achieved. Shingles shall be ground to 100 percent passing the 3/8-inch sieve. Waste, manufacturer or new, shingles shall be essential free of deleterious materials. Post-consumer RAS shall not contain more than 1.5 percent wood by weight or more than 3.0 percent total deleterious by weight. Post-consumer RAS shall be certified to contain less than the maximum allowable amount of asbestos as defined by national or local standards. The bulk specific gravity of RAS used in the job mix formula shall be 2.60.

RAS \( G_{sb} = 2.600 \)

The gradation of the aggregate may be determined by solvent extraction of the binder or using the following as a standard gradation:

<table>
<thead>
<tr>
<th>Sieve Size</th>
<th>Percent Passing by Weight</th>
</tr>
</thead>
<tbody>
<tr>
<td>3/8 inch</td>
<td>100</td>
</tr>
<tr>
<td>No. 4</td>
<td>95</td>
</tr>
<tr>
<td>No. 8</td>
<td>85</td>
</tr>
<tr>
<td>No. 16</td>
<td>70</td>
</tr>
<tr>
<td>No. 30</td>
<td>50</td>
</tr>
<tr>
<td>No. 50</td>
<td>45</td>
</tr>
<tr>
<td>No. 100</td>
<td>35</td>
</tr>
<tr>
<td>No. 200</td>
<td>25</td>
</tr>
</tbody>
</table>

2. **SECTION 405 PLANT MIX BITUMINOUS BASE COURSE**

Add the following to Section 405.2

**405.2.3 Reclaimed Asphalt.** The asphalt binder content of recycled asphalt materials shall be determined in accordance with AASHTO T 164, ASTM D 2172 or other approved method of solvent extraction. A correction factor for use during production may be determined for binder ignition by burning a sample in accordance with AASHTO T 308 and subtracting from the binder content determined by extraction.

**405.2.3.1 Reclaimed Asphalt Pavement.** Reclaimed Asphalt Pavement (RAP) may be
used in any mixture, except SMA mixtures. Mixtures may be used with more than 30 percent virgin effective binder replacement provided testing according to AASHTO M 323 is included with the job mix formula that ensures the combined binder meets the grade specified in the contract. All RAP material, except as noted below, shall be tested in accordance with AASHTO T 327, Method of Resistance of Coarse Aggregate Degradation by Abrasion in the Micro-Deval Apparatus. Aggregate shall have the asphalt coating removed either by extraction or binder ignition during production. The material shall be tested in the Micro-Deval apparatus at a frequency of once per 1500 tons. The percent loss shall not exceed the Micro-Deval loss of the combined virgin material by more than five percent. Micro-Deval testing will be waived for RAP material obtained from MoDOT of St. Charles County roadways. All RAP material shall be in accordance with Sec 1002 for deleterious and other foreign material. The aggregate specific gravity shall be determined by performing AASHTO T 209 in accordance with Sec 403.19.3.1.2 and calculating the $G_{se}$ to which a 0.98 correction factor will be applied in order to determine $G_{sb}$ as follows:

$$G_{se} = \frac{100Pb}{100 \times G_{bb}}$$

$$RAP \ G_{sb} = RAP \ G_{se} \times 0.98$$

**405.2.3.2 Reclaimed Asphalt Shingles.** Reclaimed Asphalt Shingles (RAS) may be used in any mixture specified to use PG 64-22 in accordance with AASHTO PP 53 except as follows:

For mixtures containing RAS or a combination of RAS and RAP, the RAS contribution shall not exceed 20 percent effective virgin binder replacement. Mixtures containing a combination of RAS and RAP may have a maximum 30 percent effective virgin binder replacement with no virgin binder grade change. Mixtures containing a combination of RAS and RAP may have a 30 to 40 percent effective virgin binder replacement under the following conditions: (1) with a virgin binder grade change from a PG64-22 to a PG 58-28 or (2) with a combination of a PG64-22 binder and a rejuvenator provided testing demonstrates that a PG58-28, meeting the requirements of AASHTO M320, is achieved. Shingles shall be ground to 100 percent passing the 3/8-inch sieve. Waste, manufacturer or new, shingles shall be essential free of deleterious materials. Post-consumer RAS shall not contain more than 1.5 percent wood by weight or more than 3.0 percent total deleterious by weight. Post-consumer RAS shall be certified to contain less than the maximum allowable amount of asbestos as defined by national or local standards. The bulk specific gravity of RAS used in the job mix formula shall be 2.600.
RAS $G_{sb} = 2.600$

The gradation of the aggregate may be determined by solvent extraction of the binder or using the following as a standard gradation:

<table>
<thead>
<tr>
<th>Sieve Size</th>
<th>Percent Passing by Weight</th>
</tr>
</thead>
<tbody>
<tr>
<td>3/8 inch</td>
<td>100</td>
</tr>
<tr>
<td>No. 4</td>
<td>95</td>
</tr>
<tr>
<td>No. 8</td>
<td>85</td>
</tr>
<tr>
<td>No. 16</td>
<td>70</td>
</tr>
<tr>
<td>No. 30</td>
<td>50</td>
</tr>
<tr>
<td>No. 50</td>
<td>45</td>
</tr>
<tr>
<td>No. 100</td>
<td>35</td>
</tr>
<tr>
<td>No. 200</td>
<td>25</td>
</tr>
</tbody>
</table>

3. **DISPOSAL OF EXCESS MATERIAL**

3.1 The Missouri Solid Waste Management Law and its ancillary regulations, 10 CSR 80-1 through 9, provide for the proper disposal of solid waste. The CONTRACTOR must comply with the provision of applicable regulations during highway and bridge construction activities. These activities oftentimes involve the generation of “excess material”, which in many instances can also be considered “solid waste” under the definitions of the Department of Natural Resources (DNR) Solid Waste Management Program.

3.2 Many types of excess material are not regulated by the DNR’s Solid Waste Management Program. Such “clean fill” includes uncontaminated soil, rock, sand, gravel, concrete, minimal amounts of wood and metal and inert solids as approved by rule or policy by DNR’s Solid Waste Management Program. These materials are basically not considered solid waste, and may be disposed of without prior approval from DNR’s Solid Waste Management Program. Other substances which are not included in this list of materials may require special approval by the DNR’s Solid Waste Management Program prior to disposal in areas other than approved landfills.

3.3 Disposal of any other material which does not fit this “clean fill” definition must be in accordance with DNR’s (or local) regulations and it shall be the CONTRACTORs responsibility to provide appropriate documentation (i.e. landfill receipts or a private OWNER waiver letter or statement from DNR) that the disposal will not violate applicable laws or regulations.

3.4 No direct payment will be made for any expense incurred by the CONTRACTOR by reason of his compliance with these requirements.
4. **ON-THE JOB TRAINING SPECIAL PROVISIONS (OJT TSP)**

4.1 Not used. No trainee hours.

5. **SPECIAL DRAINAGE CONSIDERATIONS:**

5.1 CONTRACTOR will make provisions to alleviate any temporary flooding caused by staging of work. The CONTRACTOR shall provide temporary ditches, temporary connections to completed storm sewer systems or pumping as necessary to ensure that, at a minimum, one ten (10) foot wide traffic lane exist at all times in the direction of traffic. Under two-way traffic conditions two ten (10) foot lanes are required. Only one 10-foot lane is required for authorized one way sections. Payment for the maintenance of traffic shall be considered incidental to the work and no direct payment will be made for the installation or removal of any measure necessary to fulfill the intent of this section.

5.2 Water covering more than five (5) feet of the travel lane or greater than or equal to three (3) inches in depth on the roadway surface will not be allowed.

5.3 The CONTRACTOR should be prepared to provide this maintenance 24 hours a day, 7 days a week, as necessary from the Contract NTP until Final Acceptance.

6. **ACCELERATED PCCP CONCRETE**

6.1 This specification covers use of accelerated portland cement concrete paving (PCCP) mixture for use in entrances and miscellaneous locations, when specified by the contract or where specified or allowed by the ENGINEER.

6.2 All materials, mixture and placement requirements shall be in accordance with Sections 501 and 502, Portland Cement Concrete Pavement, except a compressive strength of 3500 pounds per square inch (24 MPa) shall be obtained prior to opening to traffic, and no calcium chloride will be allowed. An approved non-chloride accelerator will be allowed. The maximum slump shall be 3 1/2 inches (90 mm).

6.3 There is no special payment for accelerated PCCP. Accepted quantities of accelerated PCCP will be paid at the same contract unit price for the associated concrete pay items.

7. **REMOVAL OF IMPROVEMENTS**

7.1.1 **Description.** This work shall consist of the removal and disposal of all existing improvements on each parcel, except those designated or permitted to be left in place or to be removed under other items of work, from the right of way and within the limits of any construction easement outside the right of way, in accordance with Section 202 of the Standard Specifications.

7.1.2 Removal of improvements shall include all items listed in Section 202.12.2 as well as uncontaminated storage tanks, box culverts, bridges, signs, fences, and any other miscellaneous items that may interfere with the proposed improvements.
7.2.1 Construction Requirements. Regulated solid waste, including waste tires, must be handled, transported and disposed of in accordance with the Missouri Solid Waste Management Law, 260.200 - 260.345, RSMO., and its regulations. Documentary proof of proper transport and disposal of this waste (e.g., sale tickets, cancelled checks and/or receipts) shall be forwarded to MDNR. Documentary proof and information regarding compliance with the Solid Waste Management Law and regulations may be directed to MDNR's Solid Waste Management Program.

7.2.2 All salvaged material shall become the property of the CONTRACTOR and shall not be stored upon the right of way, nor shall any portion of the right of way be used by the CONTRACTOR as a sales yard. All discarded material or debris shall be disposed of at locations furnished by the CONTRACTOR or at locations on the right of way approved by the ENGINEER.

7.2.3 Pavement, sidewalks, curbs, etc. shall be removed to the nearest joint or clean saw cut, in accordance with the details shown on the plans. Pavement shall be removed only as required for construction of the improvements. Any pavement removed unnecessarily shall be replaced at the CONTRACTOR’s expense.

7.2.4 All above ground concrete and masonry improvements, fences, posts, as well as other structures on the parcel, shall be removed to adjacent surface grades.

7.2.5 All trees, shrubs or other vegetation within the limits of the CONTRACTOR'S backfilling operations shall be removed and disposed of in accordance with Section 201.

7.2.6 Any item left in place for use by the public or an adjoining property OWNER that is damaged due to the CONTRACTOR'S operations, the item shall be repaired or replaced in a manner satisfactory to the ENGINEER and in accordance with Section 107.12.

7.2.7 Only approved materials free of trees, stumps, rubbish and any other deleterious materials shall be used in the construction of backfills. Rock, broken concrete or other solid material shall not be placed in bridge fill slopes or areas.

7.2.8 The CONTRACTOR shall leave in place any walls or structure that retains adjacent property to ensure lateral support to that property. In addition, any wall perpendicular to and connected to said wall or structure shall remain in place and connected to the wall for a distance at least one-half the height of the wall. The slope of the top of the perpendicular wall shall be one-half horizontal to one vertical (1/2:1) (1:1/2), or flatter, sloping downward from the top of the wall or structure.

7.2.9 The CONTRACTOR shall exercise great care during removal operations to avoid damage to these adjacent structures. If damage occurs, the CONTRACTOR shall repair or replace the structures to the specifications above, or to a condition which ensures lateral support to the adjacent property. The repairs or replacements shall be reviewed in advance by the ENGINEER.

7.2.10 In the event the CONTRACTOR encounters what is reasonably suspected to be a hazardous material, the CONTRACTOR shall immediately cease working on the parcel and notify the ENGINEER. The CONTRACTOR may continue working on the parcel only after receiving...
notification from the ENGINEER that the suspected material is not hazardous or that the hazardous material has been abated.

7.3 **Basis of Payment.** Removal of all improvements, as described above, including flexible and rigid pavement removal required for construction of the storm drainage system, new pavement widening and other improvements, sidewalks, curb and gutter, drive entrances, inlets, inlet stones, mailboxes, etc. in connection with the Work shall be paid for contract unit lump sum price for REMOVAL OF IMPROVEMENTS, and no additional compensation will be allowed.

8. **FULL DEPTH SAWCUT**

8.1 **Description.** This work shall consist of Saw Cutting as required to complete the removals described in Removal of Improvements.

8.2 **Construction Requirements.** All saw cuts for removals shall be full depth.

8.3 **Basis of Payment.** Saw cuts will be paid for at the contract unit price per lineal foot for FULL DEPTH SAWCUT.

9. **CLEARING AND GRUBBING**

9.1 **Description.** This work shall consist of Clearing and Grubbing and shall be in accordance with Section 201 of the Standard Specifications. The CONTRACTOR is advised that Clearing and Grubbing operations shall begin within five (5) days of the Notice to Proceed date given for this project.

9.2 **Construction Requirements.** Where tree removal conflicts with existing underground utilities, the CONTRACTOR shall cut the tree off at the ground line and grind the stump as directed by the ENGINEER.

9.3 **Method of Measurement.** The work provided herein will not be measured for payment, but will be considered a lump sum unit. This work shall include all areas necessary to be cleared and grubbed to complete the project.

9.4 **Basis of Payment.** The accepted clearing and grubbing will be paid for at the contract unit lump sum price for CLEARING AND GRUBBING.

10. **UNCLASSIFIED EXCAVATION**

10.1 **Description.** This work shall consist of excavation, disposal, placement, and compaction of materials within the project limits in accordance with Section 203 of the Standard Specifications.

10.2 **Construction Requirements.** It is the responsibility of the contractor to determine the best location for storage of the excess material and the amount of material that will be needed for each stage of the project. No additional compensation will be allowed for stockpiling excess material for
later use. Grading has taken place that is not reflected on the plans or quantities. There may be less cut than shown on the plans. St. Charles County will be paying plan quantity.

10.3 Basis of Payment. This work shall be paid for at the contract unit price per cubic yard for UNCLASSIFIED EXCAVATION at the plan quantity.

11. EMBANKMENT IN PLACE (CONTRACTOR FURNISHED BORROW)

11.1 Description. This work shall consist of constructing the required embankment from borrow excavation obtained from approved borrow sites furnished by the contractor and approved by the engineer in accordance with Section 203 of the Standard Specifications.

11.2 Construction Requirements. The contractor shall comply with all of the requirements as specified in Section 203 of the Standard Specifications and no additional compensation will be allowed. Grading has taken place on the project that is not reflected on the plans or quantities. There may be less cut than shown on the plans. St. Charles County will not pay beyond plan quantity for the contractor to bring in additional material to make up the difference.

11.3 Basis of Payment. This work shall be paid for at the contract unit price per cubic yard for Embankment in Place (Contractor Furnished Borrow) at the plan quantity.

12. GRAVEL A – DRIVEWAY

12.1 Description. This work shall consist of furnishing, placing, and compacting an aggregate surface course for driveways in accordance with Section 310 of the Standard Specifications.

12.2 Materials. Aggregate for this work shall be Grade A, per Section 1006

12.3 Construction Requirements. Shaping and compaction of aggregates shall be in accordance with Section 304.3.5 of the Standard Specifications.

12.4 Basis of Payment. This work shall be paid for at the contract unit price per square yard for GRAVEL A.

13. BARBED WIRE FENCE

13.1 Barbed wire fences shall have five wires. Wires shall be spaced approximately an equal distance apart.

13.2 Each line wire shall consist of two twisted strands of 12½ - gauge wire or high tensile wire of 15½ - gauge with four-point barbs spaced at 5 in. intervals conforming to the requirements of ASTM A 121. Attach wires to the side of the post on the inside of the enclosure. On corners or in curves, place wire on outside of posts.
13.3 Pull assemblies. Two posts with braces shall be spaced at intervals not to exceed 1,320 ft. in straight, level sections of the fence. Wires must be kept tight.

13.4 Post Spacing, Length, and Depth. Set posts 12 ft. to 16 ft. apart unless stays are used between posts, and then the spacing shall not exceed 30 ft. Space stays about 15 ft. apart or closer. For suspension fences, place posts up to 100 ft. apart. Evenly place stays 33 ft. to 50 ft. apart and do not allow them to touch the ground. Wood line posts must have a minimum of 3 in. top diameter and a length of 6 ft. and be set or driven to a minimum depth of 24 inches. When posts are set, thoroughly tamp backfill around posts. Steel posts shall be driven minimum of 18 in. deep, using standard “T” or “U” shaped steel posts minimum of 5.5 ft. long. Post spacing in areas shallow to rock may vary based on availability of post sites. Probe with a rock probe to determine desirable post sites. Steel pipe and steel post are recommended to use in cracks between rocks. Concrete in posts where possible. Rock bits are available in some areas for drilling rock. Use stays to maintain wire spacing. Post set in a 5-gallon bucket of concrete may be used as a line post when proper setting post in soil is not an option. Bury bucket as deep as possible. Use live trees as post where needed.

13.5 Line Posts and Stays. The following may be used: Australian ironwood (eucalyptus) 1X1.5 in. length and width, fiberglass and polyvinylchloride solid round sucker rod of at least 5/8 in. diameter, fiberglass T-posts and stays of at least 1 in. in width, wood posts of black or honey locust, red cedar heartwood, Osage Orange, catalpa, or mulberry, pressure treated pine, or other wood of equal life and strength. For Australian ironwood and fiberglass posts, attach wire to posts by loose clips or by running through holes in posts. Attach to stays with tight clips to hold in place. At least one-half of the diameter of the red cedar posts shall be heartwood. Pressure treatment shall conform to the American Wood Preservers’ Association standard, U1-06, UC4A.

<table>
<thead>
<tr>
<th>Treatment</th>
<th>Retention (lb/ft³)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Creosote coal tar</td>
<td>10</td>
</tr>
<tr>
<td>Pentachlorphenol</td>
<td>.5</td>
</tr>
<tr>
<td>Amoniacal copper arsenate</td>
<td>.4</td>
</tr>
<tr>
<td>Chromated copper sulfate</td>
<td>.4</td>
</tr>
<tr>
<td>Alkaline copper quat (ACQ)*</td>
<td>.4</td>
</tr>
</tbody>
</table>

*Do not use aluminum fasteners or metals with ACQ treated wood because of Corrosion.

Line posts shall be at least 3 in. in diameter. Steel posts may be “T” or “U” posts that are a minimum of 1.25 pounds per linear foot.

13.6 Live Trees as Line, Bracing, and Corner Posts. Live trees used for corner, bracing, and line posts shall have a diameter (DBH) equal to or greater than those prescribed for normal wooden posts. Some alignment variation shall be allowed, but caution should be taken to minimize offsets. Wire will not be fastened directly to trees. When using live trees, protection will be provided between the tree and wire. Fiberglass, a rigid plastic strip or treated 2 x 4 wood that meets American Wood Preservers’ Association UC3 standard. Do not attach wire to high value timber species or short lived species such as elm. Do not use fast growing trees as end post.

Duello Road Phase II B       JSP-24
13.7 Corner, Gate, End or Pull Assembly, and Brace Posts. Braces and end assemblies are required at all corners, gates, and for all angles up to 150 degrees in the fence line. Refer to Fence Drawing AL-ECS-382-07. Tying off wires at the corner post will lessen stress on the corner post. No brace assembly is required for angles between 150 and 180 degrees; however, do use a 5 in diameter post as a corner post. Lean the corner post 2 in. or more away from the direction of pull. Braces for corners, gates, and end or pull assemblies will be either H-braces, a series of H-braces, a combination of H+N braces (refer to Fence Drawing AL-ECS-382-20) or a floating angle brace assemblies. Posts will be 5-in. nominal wood or 2.5-in. nominal steel pipe (capped). Steel posts shall be set in concrete. Wood posts will be sufficient length for the construction of at least a 42 in. high fence and permit driving or setting the posts at least 36 in. deep. Thoroughly tamp earth backfill around posts. If concrete is used, set the posts a minimum of 30 in. deep in a hole at least 12 in. in diameter. Posts of equivalent strength may be substituted if they have suitable means of attaching wires and braces. Wood posts will be at least 2 in. higher than the top wire of the fence to prevent splitting. Posts other than wood shall be at least 1 in. higher than the top wire of the fence.

13.8 Bracing. The brace member shall be the equivalent of a 4 in. top diameter post or standard weight galvanized steel pipe of 2 in. diameter installed at least 3 ft. above ground or between the top two wires, whichever is higher. Place brace at least 8 in. below the top of post. The brace member shall be at least 6 ft. long or 2.5 times the height of the top wire (i.e., 42 in. x 2.5 = 105 in. or 8.75 ft.). Wooden brace members shall be attached to wooden posts with either 3/8 in. metal pins or nails that penetrate to the middle of the post. Nail holes will be pre-drilled if the nail size is such that splitting of the brace member will occur. Brace wire composed of number 9-gauge smooth wire or 12½-gauge high tensile strength smooth wire shall be used. Twist sticks or inline strainers will be used to tighten brace wire.

13.9 Staples and Wire Fasteners

13.9.1 Staples shall be of 9 gauge or heavier stainless steel or hot-dipped galvanized with a minimum length of 1½ in. for softwoods and a minimum length of 1 in. for close-grained hardwoods. Barbed staples shall be used for softwoods such as pine. Drive staple diagonally to the wood’s grain and at a slight downward angle (upward if pull is up) such as in low places to avoid splitting posts and loosening of staples. Space should be left between staple and post to permit free movement of wire. Wires will be attached to steel posts by use of manufacturer's clips or by two turns of 14-gauge galvanized wire. Do not allow aluminum fasteners or uncoated metals to be used with ACQ treated wood because of corrosion.

13.9.2 Contractor shall choose barbed wire fence materials that adhere to the specifications above while matching the materials used in the existing barbed wire fence currently on site (i.e., if existing fence uses wood posts, wood posts as described above shall be used for new fence).’

13.10 Basis of Payment. This work shall be paid for at the contract unit price per linear foot for BARBED WIRE FENCE (5 STRAND).

14. PASTURE GATES
14.1 This work shall consist of furnishing and installing pasture gate and gate posts at locations identified on drawings. The work shall include all necessary materials, labor, supervision, and equipment for installation of gate and posts.

14.2 Pasture gate shall be single swing 12 ft gate measured from gate end bar to gate end bar. Gate shall be a minimum of 48” high. Pasture gate shall be galvanized steel. Gate material shall consist of minimum 1 ½” O.D., 18 gauge round steel tubing. Gate shall include latch mechanism.

14.3 **Gate posts.** Contractor to provide and install gate latch post and hanging post.

14.4 **Installation**

14.4.1 Gate to be installed in accordance with manufacturer’s instructions and specifications

14.4.2 If ground conditions are uneven, contractor to provide level area to ensure gate opens fully with minimum 1” ground clearance

14.5 **Method of payment and measurement.** Payment shall be made for each gate and shall include gate and two support posts, delivery, and installation.

15. **RESIDENT ACCESS**

15.1 The CONTRACTOR shall provide access to driveways at all times unless approval has been otherwise given by the property owner. Proof of such approval must be provided to the engineer. The contractor should expect to stage driveway work to provide access to property owners. The contractor must notify each homeowner 48 hours in advance of any work which will affect access to their property.

G. **MODIFICATIONS TO MEASUREMENT AND PAYMENT**

1. **GENERAL**

The total Contract Price shall cover all Work required by the Contract Documents. All costs in connection with the proper and successful completion of the Work, including furnishing all materials, equipment, supplies, and appurtenances; providing all construction plant, equipment, and tools; and performing all necessary labor and supervision to fully complete the Work, shall be included in the unit and lump sum prices bid. All Work not specifically set forth as a pay item in the Bid Form shall be considered a subsidiary obligation of CONTRACTOR and all costs in connection therewith shall be included in the prices bid.

2. **ESTIMATED QUANTITIES**

All estimated quantities stipulated in the Bid Form or other Contract Documents are approximate and are to be used only (a) as a basis for estimating the probable cost of the Work and (b) for the
purpose of comparing the bids submitted for the Work, other than earthwork as noted above. The actual amounts of work done and materials furnished under unit price items may differ from the estimated quantities. The basis of payment for work and materials will be the actual amount of work done and material furnished. CONTRACTOR agrees that it will make no claim for damages, anticipated profits, or otherwise on account of any difference between the amounts of work actually performed and material actually furnished and the estimated amounts.

3. PRICE ADJUSTMENT FOR ASPHALT MATERIAL

SUPPLEMENTAL REVISIONS JSP-09-01D

Insert 109.15, subsequent section renumbered accordingly:

MEASUREMENT AND PAYMENT

109.15 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 PG64-22, PG70-22 or PG76-22 when it has been determined that the monthly average price for the midpoint of the published prices of PG64-22 for St. Louis, Missouri area and Kansas City area has fluctuated from the monthly average price of the month the project was bid. The St. Louis, Missouri area and Kansas City area prices will be obtained from the Asphalt Weekly Monitor® published by Poten & Partners Inc. The monthly base price will be the price from the last published Asphalt Weekly Monitor® prior to MoDOT’s monthly bid opening. The monthly base price, established prior to the monthly bid opening, shall apply to payment estimates for the following month.

109.15.1 The adjusted contract unit price will be applied to the actual amount of asphalt binder used by the Contractor for all asphalt items. The adjustment will be applied to projects that have a quantity of asphalt wet ton mix pay items or converted square yard quantity over 1000 tons. For projects that are paid for with square yard pay items, the adjustments will be made for applicable tons calculated based upon the plan square yard quantity and thickness converted to tons excluding the 1:1 wedge. The percentage of virgin asphalt as shown in the job mix formula, in accordance with Sec 401, Sec 403 and Sec 413, will be the basis for adjustments for any asphalt mix type placed on the project during the monthly index period. The effective asphalt obtained from the use of Recycled Asphalt Pavement (RAP) and/or Recycled Asphalt Shingles (RAS) will not be eligible for adjustment. The base price index for PG64-22 will be applied to the asphalt mix for mixes using PG64-22, PG70-22 or PG76-22.

109.15.2 Basis of Payment To determine the adjustment for any material specified in this provision the following formula will be used.

\[ A = (B \times C) \times (D-E) \]

Where:

- \( A \) = Adjustment for mix placed during monthly average index period
- \( B \) = Tons of Mix Placed during the monthly average index period

Duello Road Phase II B JSP-27
C = % of virgin asphalt binder as listed in the job mix formula in use
D = monthly average price at time mix placement
E = monthly average price at time of bid

109.15.3. The engineer will make adjustment payments, as defined above, for the applicable work completed during each month except for projects on which the contractor is being charged liquidated damages, due to working beyond the project completion date, in accordance with Sec 108. In this case, the "D" value used for the price adjustment will be either the last "D" value prior to the date that liquidated damage assessment began or the current monthly "D" value, whichever is lower. If the contractor is being charged liquidated damages due to the contract being beyond the project completion date and the current months “D” value results in a deduction, then the current monthly "D" value will be used.

109.15.4. Optional This provision is optional. If the bidder wishes to be bound by this provision, the bidder shall execute the acceptance form in the Bid. Failure by the bidder to execute the acceptance form will be interpreted to mean election to not participate in the Asphalt Cement Price Index. If the Asphalt Cement Price Index is accepted, asphalt binder for the project will not be eligible for a material allowance as described in Sec 109.

4. RELOCATION OF EXISTING UNDERGROUND UTILITY MAINS, EXCEPT WATER LINES AND SERVICE LINES

As specified, the CONTRACTOR shall locate all existing underground utility installations in advance of excavating. Where it is determined that any existing utility main may fall within the physical limits of new structures, the CONTRACTOR shall excavate at as many points as are required to determine their size, alignment, and grade. Where it is confirmed by such excavation that utility mains fall within the outside concrete line of the walls or top of structures, or within the subgrade of the bottom of structures, such mains will be relocated by the OWNER thereof, without cost to the CONTRACTOR. Such relocation of utility mains shall be made to the extent that conflict with the work of the CONTRACTOR during excavating and concrete formwork will be minimized.

Where it is found that existing utility mains are located in close proximity to, but not within, outside concrete lines or subgrade lines, such mains will not be relocated. The CONTRACTOR shall protect all such existing utilities as specified. If the CONTRACTOR determines that such utilities should be removed or relocated to expedite or simplify the work, or to allow certain construction procedures, such removal or relocation shall be paid for by the CONTRACTOR. The need for all utility main relocations shall be determined by actually exposing the affected utility conduit or line. The cost of all such relocations shall be included in the various unit prices in the Bid Form.

The CONTRACTOR shall be responsible for giving adequate notice to the owners of utilities that are to be relocated and for the coordination of any and all activities associated with the relocation of said utilities.

The acceptance of the ENGINEER shall be obtained before the CONTRACTOR requests relocation of any utility main, except those for which the CONTRACTOR agrees to pay all costs.

Duello Road Phase II B JSP-28
5. **MISC. TEMPORARY SURFACING**

This work shall consist of furnishing and placing temporary aggregate surface course for driveway access. Aggregate for this work shall be Type 5, per Section 1007.3

No direct payment will be made for temporary surfacing required to maintain access to resident driveways. This work shall be considered incidental to the Work Zone Management Plan and no additional compensation will be made.
JOB SPECIAL CONDITIONS

Work defined herein has either been shown and quantified on the Construction Plans (e.g. pasture gate, fencing, etc…) or a bid item has been established (e.g. resetting of property corners).

Parcel #6 & #7
1. Re-establish property corner.
2. Install approximately 415 linear feet of 5 strand barbed wire fence including corner posts as needed west of the new right of way line. New 12’ gate with appropriate posts at the location shown on Exhibit "A". Fence lays on both Parcel 7 and Parcel 8. Contact Parcel 8 owner, Greg Shepherd before construction of fence starts.
3. Install approximately 330 linear feet of 5 strand barbed wire fence including corner posts as needed east of the new right of way line. Existing gate with appropriate posts to be relocated at the location shown on Exhibit "A". Fence lays on both Parcel 7 and Parcel 8. Contact Parcel 8 owner, Greg Shepherd before construction of fence starts.

Parcel #8
1. Re-establish property corner.
2. Install approximately 415 linear feet of 5 strand barbed wire fence including corner posts as needed west of the new right of way line. New 12’ gate with appropriate posts at the location shown on Exhibit "A". Fence lays on both Parcel 7 and Parcel 8. Contact Parcel 8 owner, Greg Shepherd before construction of fence starts.
3. Install approximately 330 linear feet of 5 strand barbed wire fence including corner posts as needed east of the new right of way line. Existing gate with appropriate posts to be relocated at the location shown on Exhibit "A". Fence lays on both Parcel 7 and Parcel 8. Contact Parcel 8 owner, Greg Shepherd before construction of fence starts.
4. New driveway entrances shall be 12 feet wide at the back of the right of way.
5. Barb wire fence to be heavy duty for cows and horses. Corner post to be treated lumber.
COUNTY-CONTRACTORS AGREEMENT
(Sample Form)

This agreement, made by and between ________________________________, hereinafter called the CONTRACTOR, and the COUNTY of St. Charles, St. Charles, Missouri, hereinafter called the COUNTY.

Now therefore, CONTRACTOR and COUNTY, in consideration of mutual covenants herein set forth, agree as follows:

ARTICLE 1. CONTRACT PRICE

COUNTY shall pay CONTRACTOR in current funds, for completion of the Work designated in Article 2 in accordance with the Contract Documents, an amount equal to the sum of the established unit prices for each separately identified item of Unit Price Work multiplied by the quantity of that item as indicated in the CONTRACTOR’S Bid, for the total amount of:

____________________________________________
____________________________________
____________________________________________________________________________

(in words)

($____________________)

(in figures)

ARTICLE 2. SCOPE OF THE WORK

The proposed work includes the furnishing of materials, tools, equipment and labor necessary to construct Duello Road Phase II B Reconstruction in St. Charles County, Missouri. Work includes:

The construction of the Duello Road Phase II B Improvements (approximately 3,140 linear feet), including removals, grading, asphalt and concrete pavement, driveways, reinforced concrete pipe, and other appurtenances in St. Charles County, Missouri.

ARTICLE 3. TIME OF COMPLETION

The CONTRACTOR shall commence clearing and grubbing operations upon receiving the written Notice to Proceed from the COUNTY. Project completion shall be defined as 100% completion of all items of the project including correction of deficiencies. The project shall be fully complete under this contract within

120 Calendar Days

from the date of the written “Notice to Proceed”. The rate of progress and the time of completion are essential conditions of this Contract. Liquidated damages will be charged as specified herein.
Should the CONTRACTOR, or in case of default, the surety fail to complete the work within the calendar days specified, a deduction of the amount will be made for each and every calendar day that the contract remains uncompleted in accordance with the requirements of Standard Specifications Section 108.8.

In addition to the Liquidated Damages that shall be charged for failure to achieve project completion as specified, Incentive/Disincentive Clauses have also been established. The Clause is further defined under Article 13 Liquidated Damages and in Section B “Contract Time for Completion of Work” of the Job Special Provisions. Failure to reach the date established in accordance with the Clause will result in disincentives being charged as specified herein.

**ARTICLE 4. PAY QUANTITIES AND UNIT PRICES**

The COUNTY shall pay the CONTRACTOR for all work done on the basis of final computations for all work acceptably completed according to this Contract, at the unit price shown on the BID FORM for the quantity actually installed.

**ARTICLE 5. PROGRESS PAYMENT PROCEDURES**

CONTRACTOR shall submit Applications for Payment monthly according to “General Requirements” section entitled “Progress Payments”. Applications for Payment will be processed by the COUNTY. OWNER shall make progress payments on account of the Contract Price on the basis of CONTRACTOR’S Applications for Payment as approved by the ENGINEER. All progress payments will be on the basis of the progress of the Work measured by the schedule of values, and in the case of Unit Price Work based on the number of units completed. No progress payments will be made if the CONTRACTOR does not have a current progress schedule accepted by the COUNTY.

**ARTICLE 6. FINAL PAYMENT AND ACCEPTANCE**

When all work provided for under this contract has been completed in conformance with the specifications and requirements of this contract, and accepted without regard to the provisions of guarantee as provided under the terms of this contract, a final cost estimate shall be prepared by the CONTRACTOR and approved by the COUNTY ENGINEER and filed with the COUNTY and with the CONTRACTOR within fifteen (15) days after the date of acceptance of the work as a statement of the amount due the CONTRACTOR. This estimate shall be based on appropriate unit quantities of material placed, including any charges for extra work ordered and properly chargeable under this contract, and deducting any sum properly deductible under this contract.

**ARTICLE 7. THE CONTRACT DOCUMENTS**

Up to four (4) half-size sets of drawings and two (2) full sets of specifications will be provided to the successful CONTRACTOR by St. Charles County at no cost to the CONTRACTOR. Additional sets may be purchased by the CONTRACTOR at the printing cost plus ten percent (10%) for handling.

The Contract Documents which comprise the entire agreement between OWNER and CONTRACTOR concerning the Work consist of the following:
a. This County-Contractors Agreement.
b. Exhibits to this County-Contractors Agreement.
c. Performance and Payment Bonds.
d. Notice of Award.
e. Notice to Proceed.
f. Specification Sections defined in the Table of Contents
g. Addenda through .
h. Bid Form.
i. All Written Amendments and other documents amending, modifying, or supplementing the Contract Documents, which may be delivered or issued after the Effective Date of the Agreement, and are not attached hereto.

There are no Contract Documents other than those listed in this article. The Contract Documents may be amended, modified, or supplemented only in one or more of the following ways: (i) a Written Amendment; (ii) a Change Order; or (iii) a Work Change Directive.

The requirements of the Contract Documents may be supplemented and minor variations or deviations in the Work may be authorized, by a Field Order, or the ENGINEER'S written interpretation or clarification.

ARTICLE 8. RATES OF PAY

The CONTRACTOR hereby agree that the prevailing rates of pay shall be paid to skilled and unskilled labor employed under the terms of this contract. The CONTRACTOR shall forfeit to the COUNTY one hundred (100) dollars for each workman employed, for each calendar day, or portion thereof, such workman is paid less than the said stipulation rates for any work done under said contract, by him or by any subcontractor under him.

ARTICLE 9. PERFORMANCE OF THE WORK

The CONTRACTOR, acting as an independent CONTRACTOR, shall furnish all supervision, labor, equipment, tools, materials, and supplies necessary to perform and shall perform all work in accordance with the Contract Documents and any applicable County ordinances, and state and federal laws. CONTRACTOR represents and warrants that he has special skills which qualify him to perform the Work in accordance with the Contract and that he is free to perform all such Work and is not a party to any other agreement, written or oral, the performance of which would prevent or interfere with the performance, in whole or in part, of the Work. The prime CONTRACTOR must perform, with its own organization, contract work amounting to not less than 40% of the total original contract.

ARTICLE 10. SUPERVISION

The CONTRACTOR shall supervise and direct the Work, using the CONTRACTOR'S best skill and attention. The CONTRACTOR shall be solely responsible for and have control over construction means, methods, techniques, sequences and procedures and for coordinating all portions of the Work under the Contract, unless Contract Documents give other specific instructions concerning those matters.
ARTICLE 11. SAFETY

The COUNTY and the CONSULTING ENGINEER may have personnel on the project site from time to time. All information and/or instructions shall be requested in writing by the CONTRACTOR and responded to in writing. No opinion or instructions will be given to the CONTRACTOR on safety.

The CONTRACTOR shall be solely responsible for the safety on and around the project site including shoring, ladders, drop cords, scaffolding, barricades, construction means, methods, techniques, sequences and procedures.

ARTICLE 12. INDEMNITY

To the fullest extent permitted by law, the CONTRACTOR shall indemnify and hold harmless the COUNTY, CONSULTING ENGINEER, their consultants, and agents and employees of any of them from and against claims, damages, losses and expenses, including but not limited to attorneys' fees, arising out of or resulting from performance of the Work, provided that such claim, damage, loss or expense is attributable to bodily injury, sickness, disease or death, or to injury to or destruction of tangible property other than the Work itself, including loss of use resulting there from, but only to the extent caused in whole or in part by negligent acts or omissions of the CONTRACTOR, a Subcontractor, or anyone directly or indirectly employed by them or anyone for whose acts they may be liable, regardless of whether or not such claim, damage, loss or expense is caused in part by a party indemnified hereunder. Such obligation shall not be construed to negate, abridge, or reduce other rights or obligations of indemnity, which would otherwise exist as to a party or person described in this Section.

In claims against any person or entity indemnified under the above paragraph by an employee of the CONTRACTOR, a Subcontractor, or anyone directly or indirectly employed by them or anyone whose acts they may be liable, the indemnification obligation under this paragraph shall not be limited by a limitation on amount or type of damages, compensation or benefits payable by or for the CONTRACTOR or a Subcontractor under workers' or workmen’s compensation acts, disability benefit acts or other employee benefit acts.

The obligations of the CONTRACTOR under this Section shall not extend to the liability of the ENGINEER, the ENGINEER'S consultants, and agents and employees of any of them arising out of (1) the preparation or approval of maps, drawings, opinions, reports, surveys, Change Orders, designs or specifications, or (2) the giving of or the failure to give directions, after requested in writing by the CONTRACTOR, or instructions by the ENGINEER, the ENGINEER'S consultants, and agents and employees of any of them provided such instructions or failure to give is the primary cause of the injury or damage.

ARTICLE 13. LIQUIDATED DAMAGES

Whenever time is mentioned in this contract, time shall be and is of the essence of this contract. The COUNTY would suffer loss should the CONTRACTOR fail to have the work embraced in this contract fully completed on or before the time above specified: THEREFORE, in order to adjust satisfactorily the damage on account of such failure, and the parties hereto realizing that it might be impossible to compute accurately or estimate the amount of such loss or damages which the COUNTY would sustain by reason of failure to complete fully said work within the time required by this contract, the CONTRACTOR hereby covenants and agrees to pay the COUNTY, as and for liquidated damages for each and every calendar day during which work remains incomplete and unfinished. Any sum which may be due the COUNTY for such
damages shall be deducted and retained by the COUNTY from any balance which may be due the CONTRACTOR for progress payments or when said work shall have been finished and accepted. But such provisions shall not release the bond of the CONTRACTOR from liability according to its terms. In case of failure to complete, the COUNTY will be under no obligation to show or prove any actual or specific damage.

Therefore, the CONTRACTOR will be charged with liquidated damages specified in the amount of $1,250 per calendar day for each full day that all work for the construction of Duello Road Phase II B in St. Charles County, Missouri, consisting of:

The construction of the Duello Road Phase II B Improvements (approximately 3,140 linear feet), including removals, grading, asphalt and concrete pavement, driveways, reinforced concrete pipe, and other appurtenances in St. Charles County, Missouri.

is not completed in excess of the limitation as specified elsewhere in this special provision. It shall be the responsibility of the ENGINEER to determine the quantity of excess days.

The said liquidated damages specified will be assessed regardless if whether it would otherwise be charged as liquidated damages under the Missouri Standard Specification for Highway Construction, as amended elsewhere in this contract.

ARTICLE 14. TERMINATION BY COUNTY OR CONTRACTOR

(a) If the CONTRACTOR is adjudged to be bankrupt, or if the CONTRACTOR makes a general assignment for the benefit of creditors, or if a receiver is appointed on account of the CONTRACTOR’s insolvency, or if the CONTRACTOR fails, except in cases for which extension of time is provided, to make progress in accordance with the Construction Schedule, or if the CONTRACTOR fails to make prompt payment to Subcontractors or prompt payment for material or labor, or disregards laws, ordinances or the instructions of the COUNTY, or otherwise breaches any provision of the Contract, the COUNTY may, without prejudice to any other right or remedy, terminate the Contract by giving written notice to the CONTRACTOR and his surety. Upon such notification the COUNTY shall be entitled to take possession of the Work and of all materials and equipment thereon and finish the Work by whatever method the COUNTY may deem expedient, which may include, but is not limited to, the COUNTY itself completing the work or the COUNTY hiring others to complete said work. In such case, the CONTRACTOR shall not be entitled to receive any further payment until the Work is finished. If the unpaid balance of the Contract Sum shall exceed the expenses of finishing the Work, including additional engineering, architectural, managerial and administrative expenses, and liquidated damages, such excess shall be paid to the CONTRACTOR. If such expenses and damages exceed the unpaid balance of the Contract Sum, the CONTRACTOR shall pay the difference to the COUNTY promptly upon demand. In the event of termination pursuant to this paragraph, the CONTRACTOR, upon the request of the COUNTY, shall promptly:

assign to the COUNTY in the manner and to the extent directed by the COUNTY all right, title and interest of the CONTRACTOR under any subcontracts, purchase orders and construction equipment leases to which the CONTRACTOR is a party and which relate to the Work or to construction equipment required therefore, and make available to the COUNTY to the extent directed by the COUNTY all construction equipment owned by the CONTRACTOR and employed in connection with the Work.

(b) Performance of the Work hereunder may be terminated by the COUNTY by giving three (3) days prior written notice to the CONTRACTOR if the COUNTY, in its sole
discretion, decides to discontinue or suspend construction. In the event of such termination, as opposed to termination pursuant to paragraph (a) of this Article 15, the Contract Sum shall be reduced in an equitable manner by agreement between the parties.

[The remainder of this page is left intentionally blank]
ARTICLE 15. AUDIT CLAUSE

Examination of Records
The CONTRACTOR’s records which shall include, but not be limited to, accounting records (hard copy, as well as computer readable data), written policies and procedures, subcontractor files, indirect cost records, overhead allocation records, correspondence, instructions, drawings, receipts, vouchers, memoranda, and any other data relating to this contract shall be open to inspection and subject to audit and/or reproduction by the County Auditor, or a duly authorized representative from the COUNTY, at the COUNTY’s expense. The CONTRACTOR shall preserve all such records for a period of three years, unless permission to destroy them is granted by the COUNTY, or for such longer period as may be required by law, after the final payment. Since the CONTRACTOR is not subject to the Missouri Sunshine Law (Chapter 610, RSMo), information regarding the CONTRACTOR’s operations obtained during audits will be kept confidential.

IN WITNESS WHEREOF the parties hereto have caused this instrument to be executed in four (4) original counterparts as of the day and year last written below.

Executed by the COUNTY this ______________ day of ________________, 2020.

Executed by ______________________ (CONTRACTOR) this ______________ day of ____________, 2020.

CONTRACTOR ________________________________

________________________________________
President

________________________________________
Secretary

COUNTY OF ST. CHARLES, ST. CHARLES, MISSOURI

________________________________________
Steve Ehlmann, County Executive

ATTEST ________________________________
Registrar

I certify that there is a balance otherwise unencumbered to the credit of the appropriation to which this order is chargeable, and a cash balance otherwise unencumbered in the treasury to the credit of the fund from which payment is to be made, each sufficient to meet this obligation.

_______________________________ Robert Schnur, DIRECTOR OF FINANCE
PERFORMANCE BOND

KNOW ALL MEN BY THESE PRESENTS, that we, the Undersigned ________________
_____________________________ of ______________________________ (Firm*)

*a (corporation) (partnership) duly authorized by law to do business as a construction CONTRACTOR,(hereinafter called the “Surety”), a corporation duly authorized to do a Surety business under the laws of the State of Missouri, are held firmly bound unto the County of St. Charles, (hereinafter called the “COUNTY”), in the penal sum of _______________________________ Dollars ($__________________), lawful money of the United States, for the payment of which to be made unto said COUNTY, we bind ourselves, our heirs, executors, administrators, successors and assigns, jointly and severally, firmly by these presents as follows:

The conditions of this obligation are such that, whereas on the ____________________ day of ______________________, 20___, the said Principal entered into a written Agreement, which Agreement is hereby made a part hereof, with the said COUNTY for the construction of:

the proposed Duello Road Phase II B Improvements (approximately 3,140 linear feet), including removals, grading, asphalt and concrete pavement, driveways, reinforced concrete pipe, and other appurtenances.

NOW THEREFORE, if the said Principal shall faithfully and properly perform the foregoing contract according to all terms thereof, and shall, as soon as the work contemplated by said contract is completed, pay to the proper parties all amounts due for all labor and material required by this contract in the construction work, and all insurance premiums for both compensation and all other kinds of insurance on said work, and for all labor performed in such work whether by subcontractor or otherwise, then this obligation shall be void, otherwise it shall remain in full force and effect, and may be sued on for the use and benefit by any person furnishing material or performing labor, either as an individual or as a subcontractor, for any CONTRACTOR in the name of said COUNTY.

Every Surety on this bond shall be deemed held, any contract on the contrary notwithstanding, to consent without notice:

a) To the extension of time to the CONTRACTOR in which to perform the contract.

b) To changes in the plans, specifications, amount of work or contract.

c) That no provisions of this bond or of any other contract shall be valid which limits to less than one (1) year from the date of final acceptance of the work the right to sue on this bond for defects in workmanship or material not discovered or known to the County at the time such work was accepted.
IN TESTIMONY WHEREOF, the Parties hereunto have caused the execution hereof in _______ original counterparts as of the _________ day of ______________, 20___.

____________________________________

(SEAL)
Attest:

___________________________

BY: ___________________________

(SEAL)
Attest:

___________________________

BY: ___________________________
PAYMENT AND MATERIALS BOND

KNOW ALL MEN BY THESE PRESENT, that we, ____________________________________________

(Principal and Address)

__________________________________________, as Principal, and ____________________________________________

(Surety and Address)

__________________________________________, as Surety, are held and firmly bond unto the County of St. Charles, Missouri, hereinafter called OBLIGEE, in the amount of $__________________________________________, for the payment of which we jointly and severally bind ourselves, our heirs, executors, administrators, successors, trustees, and assigns firmly by these presents.

WHEREAS, the Principal has entered into a contract with OBLIGEE for ____________________________________________

(describe briefly)

____________________________________________________________________________________;

and

WHEREAS; the OBLIGEE requires that Principal enter into a surety bond satisfying the terms of Section 107.170 R.S. Mo.

NOW, THEREFORE, THE CONDITION OF THIS OBLIGATION is such, that if the Principal shall pay, or cause to be paid in full, the claims of all persons performing labor upon, or furnishing materials to be used in, or furnishing appliances, equipment or power contributing to such work under said contract, then this obligation shall be void; otherwise to remain in full force and effect. The total amount of surety’s liability under this bond shall in no event exceed the amount hereof, and in no event shall the undertaking hereby be construed to impose liability on the surety beyond that required by the terms of Section 107.170 R.S. Mo.

Signed and sealed this _________________ day of ______________________, 20_________.

PRINCIPAL

BY: __________________________________________

SURETY

BY: __________________________________________

(ACKNOWLEDGMENT FOR PRINCIPAL)

(ACKNOWLEDGMENT AND POWER OF ATTORNEY FOR SURETY)
Missouri State Wage Rates

(See Next Pages)
Missouri
Division of Labor Standards
WAGE AND HOUR SECTION

MICHAEL L. PARSON, Governor

Annual Wage Order No. 26
Section 092
ST. CHARLES COUNTY

In accordance with Section 290.262 RSMo 2000, within thirty (30) days after a certified copy of
this Annual Wage Order has been filed with the Secretary of State as indicated below, any person
who may be affected by this Annual Wage Order may object by filing an objection in triplicate
with the Labor and Industrial Relations Commission, P.O. Box 599, Jefferson City, MO 65102-
0599. Such objections must set forth in writing the specific grounds of objection. Each objection
shall certify that a copy has been furnished to the Division of Labor Standards, P.O. Box 449,
Jefferson City, MO 65102-0449 pursuant to 8 CSR 20-5.010(1). A certified copy of the Annual
Wage Order has been filed with the Secretary of State of Missouri.

Original Signed by
Taylor Burks, Director
Division of Labor Standards

Filed With Secretary of State: ________________________________ March 8, 2019

Last Date Objections May Be Filed: April 8, 2019

Prepared by Missouri Department of Labor and Industrial Relations
<table>
<thead>
<tr>
<th>OCCUPATIONAL TITLE</th>
<th>** Date of Increase</th>
<th>Basic Hourly Rates</th>
</tr>
</thead>
<tbody>
<tr>
<td>Asbestos Worker</td>
<td></td>
<td>$58.41</td>
</tr>
<tr>
<td>Boilermaker</td>
<td></td>
<td>$26.34*</td>
</tr>
<tr>
<td><strong>Bricklayer</strong></td>
<td></td>
<td>$57.67</td>
</tr>
<tr>
<td>Carpenter</td>
<td></td>
<td>$55.56</td>
</tr>
<tr>
<td>Lather</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Linoleum Layer</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Millwright</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Pile Driver</td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>Cement Mason</strong></td>
<td></td>
<td>$51.36</td>
</tr>
<tr>
<td>Plasterer</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Communications Technician</td>
<td></td>
<td>$55.57</td>
</tr>
<tr>
<td>Electrician (Inside Wireman)</td>
<td></td>
<td>$64.59</td>
</tr>
<tr>
<td>Electrician Outside Lineman</td>
<td></td>
<td>$63.98</td>
</tr>
<tr>
<td>Lineman Operator</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Lineman - Tree Trimmer</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Groundman</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Groundman - Tree Trimmer</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Elevator Constructor</td>
<td></td>
<td>$26.34*</td>
</tr>
<tr>
<td>Glazier</td>
<td></td>
<td>$60.07</td>
</tr>
<tr>
<td><strong>Ironworker</strong></td>
<td></td>
<td>$60.81</td>
</tr>
<tr>
<td><strong>Laborer</strong></td>
<td></td>
<td>$46.68</td>
</tr>
<tr>
<td>General Laborer</td>
<td></td>
<td></td>
</tr>
<tr>
<td>First Semi-Skilled</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Second Semi-Skilled</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Mason</td>
<td></td>
<td>$50.01</td>
</tr>
<tr>
<td>Marble Mason</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Marble Finisher</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Terrazzo Worker</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Terrazzo Finisher</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Tile Setter</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Tile Finisher</td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>Operating Engineer</strong></td>
<td></td>
<td>$60.71</td>
</tr>
<tr>
<td>Group I</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Group II</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Group III</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Group III-A</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Group IV</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Group V</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Painter</td>
<td></td>
<td>$47.83</td>
</tr>
<tr>
<td>Plumber</td>
<td></td>
<td>$67.90</td>
</tr>
<tr>
<td>Pipe Fitter</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Roofer</td>
<td></td>
<td>$50.81</td>
</tr>
<tr>
<td>Sheet Metal Worker</td>
<td></td>
<td>$66.11</td>
</tr>
<tr>
<td><strong>Sprinkler Fitter</strong></td>
<td></td>
<td>$67.39</td>
</tr>
<tr>
<td>Truck Driver</td>
<td></td>
<td>$26.34*</td>
</tr>
<tr>
<td>Truck Control Service Driver</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Group I</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Group II</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Group III</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Group IV</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

*The Division of Labor Standards received less than 1,000 reportable hours as required by RSMo 290.257.4(b). Public works contracting minimum wage is established for this occupational title using data provided by Missouri Economic Research and Information Center, in accordance with RSMo 290.257.2.*
<table>
<thead>
<tr>
<th>OCCUPATIONAL TITLE</th>
<th>** Date of Increase</th>
<th>Basic Hourly Rates</th>
</tr>
</thead>
<tbody>
<tr>
<td>Carpenter</td>
<td></td>
<td>$56.31</td>
</tr>
<tr>
<td>Millwright</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Pile Driver</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Electrician (Outside Lineman)</td>
<td></td>
<td>$63.98</td>
</tr>
<tr>
<td>Lineman Operator</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Lineman - Tree Trimmer</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Groundman</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Groundman - Tree Trimmer</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Laborer</td>
<td></td>
<td>$47.45</td>
</tr>
<tr>
<td>General Laborer</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Skilled Laborer</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Operating Engineer</td>
<td></td>
<td>$60.91</td>
</tr>
<tr>
<td>Group I</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Group II</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Group III</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Group IV</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Truck Driver</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Truck Control Service Driver</td>
<td></td>
<td>$39.47</td>
</tr>
<tr>
<td>Group I</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Group II</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Group III</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Group IV</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

Use Heavy Construction Rates on Highway and Heavy construction in accordance with the classifications of construction work established in 8 CSR 30-3.040(3).

Use Building Construction Rates on Building construction in accordance with the classifications of construction work established in 8 CSR 30-3.040(2).

If a worker is performing work on a heavy construction project within an occupational title that is not listed on the Heavy Construction Rate Sheet, use the rate for that occupational title as shown on the Building Construction Rate Sheet.

*The Division of Labor Standards received less than 1,000 reportable hours as required by RSMo 290.257.4(b). Public works contracting minimum wage is established for this occupational title using data provided by Missouri Economic Research and Information Center, in accordance with RSMo 290.257.2.
OVERTIME

For all work performed on a Sunday or a holiday, not less than twice (2x) the prevailing hourly rate of wages for work of a similar character in the locality in which the work is performed or the public works contracting minimum wage, whichever is applicable, shall be paid to all workers employed by or on behalf of any public body engaged in the construction of public works, exclusive of maintenance work.

For all overtime work performed, not less than one and one-half (1½) the prevailing hourly rate of wages for work of a similar character in the locality in which the work is performed or the public works contracting minimum wage, whichever is applicable, shall be paid to all workers employed by or on behalf of any public body engaged in the construction of public works, exclusive of maintenance work or contractual obligation. For purposes of this subdivision, "overtime work" shall include work that exceeds ten hours in one day and work in excess of forty hours in one calendar week; and

A thirty-minute lunch period on each calendar day shall be allowed for each worker on a public works project, provided that such time shall not be considered as time worked.

HOLIDAYS

January first;
The last Monday in May;
July fourth;
The first Monday in September;
November eleventh;
The fourth Thursday in November; and
December twenty-fifth;

If any holiday falls on a Sunday, the following Monday shall be considered a holiday.
## ADA STANDARDS AND FINAL ACCEPTANCE CHECKLIST – TABLE OF CONTENTS

<table>
<thead>
<tr>
<th>PAGE NUMBER</th>
<th>CONTENTS</th>
</tr>
</thead>
<tbody>
<tr>
<td>ADA-1 to ADA-6</td>
<td>County ADA Standard Drawings for this Project</td>
</tr>
<tr>
<td>1 to 19</td>
<td>ADA Final Checklist</td>
</tr>
</tbody>
</table>

(Next Pages)
Type "3" Curb Ramp (Sidewalk Back of Vertical Curb)

Section A - A

General Notes

1) Do not scale drawing, follow dimensions.

2) See Standard Drawing Sheet 1, "Concrete Curb Ramp Details (Types 1 & 2)" for the remainder of the "General Notes" for this drawing and ramp construction details.

Curved Ramp (Type 3 & 4) Length Tables ##

<table>
<thead>
<tr>
<th>Positive Street Grade</th>
<th>0%</th>
<th>+1%</th>
<th>+2%</th>
<th>+3%</th>
<th>+4%</th>
<th>+5%</th>
<th>+6%</th>
<th>+7%</th>
</tr>
</thead>
<tbody>
<tr>
<td>3 in.</td>
<td>3 ft.</td>
<td>6 in.</td>
<td>3 ft.</td>
<td>6 in.</td>
<td>3 ft.</td>
<td>6 in.</td>
<td>3 ft.</td>
<td>6 in.</td>
</tr>
<tr>
<td>4 in.</td>
<td>4 ft.</td>
<td>6 in.</td>
<td>4 ft.</td>
<td>6 in.</td>
<td>4 ft.</td>
<td>6 in.</td>
<td>4 ft.</td>
<td>6 in.</td>
</tr>
<tr>
<td>5 in.</td>
<td>5 ft.</td>
<td>6 in.</td>
<td>5 ft.</td>
<td>6 in.</td>
<td>5 ft.</td>
<td>6 in.</td>
<td>5 ft.</td>
<td>6 in.</td>
</tr>
<tr>
<td>6 in.</td>
<td>6 ft.</td>
<td>6 in.</td>
<td>6 ft.</td>
<td>6 in.</td>
<td>6 ft.</td>
<td>6 in.</td>
<td>6 ft.</td>
<td>6 in.</td>
</tr>
<tr>
<td>7 in.</td>
<td>7 ft.</td>
<td>6 in.</td>
<td>7 ft.</td>
<td>6 in.</td>
<td>7 ft.</td>
<td>6 in.</td>
<td>7 ft.</td>
<td>6 in.</td>
</tr>
<tr>
<td>8 in.</td>
<td>8 ft.</td>
<td>6 in.</td>
<td>8 ft.</td>
<td>6 in.</td>
<td>8 ft.</td>
<td>6 in.</td>
<td>8 ft.</td>
<td>6 in.</td>
</tr>
</tbody>
</table>

Curved Curb Height

<table>
<thead>
<tr>
<th>Positive Street Grade</th>
<th>0%</th>
<th>+1%</th>
<th>+2%</th>
<th>+3%</th>
<th>+4%</th>
<th>+5%</th>
<th>+6%</th>
<th>+7%</th>
</tr>
</thead>
<tbody>
<tr>
<td>3 in.</td>
<td>3 ft.</td>
<td>6 in.</td>
<td>3 ft.</td>
<td>6 in.</td>
<td>3 ft.</td>
<td>6 in.</td>
<td>3 ft.</td>
<td>6 in.</td>
</tr>
<tr>
<td>4 in.</td>
<td>4 ft.</td>
<td>6 in.</td>
<td>4 ft.</td>
<td>6 in.</td>
<td>4 ft.</td>
<td>6 in.</td>
<td>4 ft.</td>
<td>6 in.</td>
</tr>
<tr>
<td>5 in.</td>
<td>5 ft.</td>
<td>6 in.</td>
<td>5 ft.</td>
<td>6 in.</td>
<td>5 ft.</td>
<td>6 in.</td>
<td>5 ft.</td>
<td>6 in.</td>
</tr>
<tr>
<td>6 in.</td>
<td>6 ft.</td>
<td>6 in.</td>
<td>6 ft.</td>
<td>6 in.</td>
<td>6 ft.</td>
<td>6 in.</td>
<td>6 ft.</td>
<td>6 in.</td>
</tr>
<tr>
<td>7 in.</td>
<td>7 ft.</td>
<td>6 in.</td>
<td>7 ft.</td>
<td>6 in.</td>
<td>7 ft.</td>
<td>6 in.</td>
<td>7 ft.</td>
<td>6 in.</td>
</tr>
<tr>
<td>8 in.</td>
<td>8 ft.</td>
<td>6 in.</td>
<td>8 ft.</td>
<td>6 in.</td>
<td>8 ft.</td>
<td>6 in.</td>
<td>8 ft.</td>
<td>6 in.</td>
</tr>
</tbody>
</table>

## - Indicates Ramp Excess of 15 Feet and May Require Alternate Design as Determined by the Engineer.
## - Includes Type 1 Ramp When Located in 4 Foot Rated Monolithic Concrete Island.

Type "A" Concrete Vertical Curb (Monolithic)

Duello Road Phase II B ADA-3
General Notes

1) Do not scale drawing, follow dimensions.
2) See Standard Drawing Sheet 1, "Concrete Sidewalk and Curb Ramp Details (Types 1 & 2)" for the remainder of the "General Notes" for this drawing as well as ramp construction details.

Ramp Configuration 2 - Type "3" Curb Ramp with Detectable Warning Placement (Mid-Block Curb Ramp Shown - See Std. Dwg. Sheet 2)

6 Inch Wide, Type "A", Variable Height Concrete Vertical Curb (See Detail Above and Std. Dwg. CS02.03)

Truncated Dots Mat, Full Width of Ramp, Located 6 in. to 8 in. from Face of Curb (See Detail "A", Std. Dwg. Sheet 1)

6 Inch Wide, Type "A", Variable Height Concrete Vertical Curb (See Standard Drawings CS02.03 and Sheet 2)

Concrete Sidewalk Ramp

Section "A-A" (Type "3" Curb Ramp Typical Section)

ST. CHARLES COUNTY HIGHWAY DEPARTMENT

Duello Road Phase II B ADA-4
**Concrete Sidewalk at Back of Vertical Curb**

- 6 inches (Min.)
- 5 feet (Max.)
- Sidewalk Joins Between Fiber Joints, Troweled or Sawed (Min. 1/2 inch Depth)
- Sidewalk Joint with Joint Sealer (Typ.)
- 1/2 inch Preformed Fiber Joint
- 6 inches Concrete Vertical Curb

**Wheelchair Passing Space**

(4 Foot Wide Residential Sidewalk)

For Concrete Steps Construction Details, See MCSCT Standard Plan 608.2C.

**General Notes**

1) Do not scale drawing, follow dimensions.
2) For sidewalk placement, see the appropriate typical section standard drawing.
3) Final sidewalk width will be determined by the engineer during the plan review process. Site conditions may require a wider sidewalk width than the minimums shown on this drawing.
4) See Standard Drawing Sheet 1, "Concrete Curb Ramp Details (Types 1 & 2)" for additional sidewalk construction requirements. The requirements are shown in the "General Notes" section of standard drawing Sheet 1.

**Minimum Sidewalk Size Requirements**

- **With Treelawn Area**
  - Residential Streets: 4 ft. x 4 ft.
  - Collector Road: 5 ft. x 5 ft.
  - Arterial Road: 6 ft. x 6 ft.
- **At Back of Vertical Curb**
  - Collector Road: 6 ft. x 6 ft.
  - Arterial Road: 6 ft. x 6 ft.
General Notes

1) Do not scale drawings, follow dimensions.

2) The surface shall be compliant with the "Americans with Disabilities Act Accessibility Guidelines (ADAAS)". Detectable Warnings (Paragraph 4.23), and Curb Ramps (Paragraph 4.17), and Ramps (Paragraph 4.48). Non-compliance shall be removed and corrected at contractor’s expense.

3) The contractor and/or manufacturer must provide a performance warranty on the product and installation of the Detectable Warning Surface (DWS) for a minimum period of 1 year from the date of project acceptance or installation (whichever date is later). The performance warranty shall guarantee that the DWS is free from defects in workmanship and material including deformation, breakage, excessive wearing or breakage of truncated domes, color fastness, delamination, or attachment to pavement surface.

4) The Detectable Warning Surface (DWS) type shall be "Cast-in-Place with Screw Anchoring" (both new and retrofit applications) or "Surface Applied with Adhesive" (retrofit only), with the approved manufacturers listed on the "MoDOT Qualified Lists, Qualified Truncated Domes, FS-1067 Table 1" (also see MoDOT Std. Dwg. C608.10N). The MoDOT Qualified Lists are located on the Internet at: www.mo-dot.org/business/materials/pdf/main/tables.pdf

5) Refer to St. Charles County Standard Drawings Sheet 1 through Sheet 12 for sidewalk and curb ramp details and typical configurations. Truncated dome mats, tiles, or panels are required on all raised concrete channelization islands with curb ramps (see Standard Drawing C608.49).

6) SAFETY MEASURES - Using barricades, cones or other safety devices, block off work area to pedestrian and vehicle traffic during installation process. Have all workers be prepared to offer alternate accessible pathways to disabled pedestrians during the work being performed and adhesive is curing.

7) Contractors or manufacturers shall at the request of this Department, provide product literature, installation procedures, maintenance instructions, detectable warning (truncated dome) samples (minimum 12 in. x 12 in.), and if necessary current test reports in accordance with ASTM guidelines, and possible test installation by the contractor or manufacturer.

8) MATERIALS

Cast-in-place composite tiles or mats shall be made of polyester/vinyl ester reinforced compression molded material or similar approved material. Colored shall be dark red "Brick" color (on concrete surface) and Safety Yellow (on dark surfaces with the approval of the engineer). DWS shall meet the Federal standard colors for tactile panels. UV stabilization protection (fade resistance) shall be homogeneous throughout the composite material and not rely on any type of painted or coated surface to achieve color or UV codes compliance. Mats or tiles shall have a minimum of six (6) corrosion resistant anchors with color coordinated corrosion resistant fasteners.

9) Detectable Warning Surface (DWS) shall consist of a surface of truncated domes aligned in a square or radial grid pattern. The pattern shall be aligned with the edge of pavement in the direction of travel. The DWS shall extend 24 inches in the direction of travel and span the full width of the curb ramp (exclusive of flares), landing or blended transition. The DWS shall contrast visually with the ramp or landing surface (dark-on-light surface, or light-on-dark surface), with a slip resistant surface or pattern (comply with ADA and ADAAS guidelines). Truncated domes shall be aligned parallel to the running slope of a ramp, in a square grid, when installed in the direction of pedestrian travel, to permit wheels to roll between the domes. DWS shall be installed 6 in. to 8 in. from the face of curb, the full width of the ramp (max. 2 in. from each side of the ramp or landing - see Detail 'A' on Std. Dwg. Sheet 1). DWS in a cut-through island shall be installed full width, aligned with the face of the cut-through island curb (see Std. Dwg. Sheet 10).

10) The DWS, truncated dome mats, tiles, or panels used, shall be consistent throughout the project and are required to be installed on all curb ramps at public and private street intersections, signalized entrances, and at all channelized and raised islands where a curb ramp or cut-through is provided. DWS shall be omitted on curb ramps adjacent to private entrances. The DWS type and location shall be approved by the Engineer prior to installation. No direct payment will be made for detectable warning surfaces.

11) Truncated dome mats, tiles, or panels shall be a cast-in-place product (new construction) or surface applied (retrofit applications), and approved by the project engineer prior to usage. Tiles or mats shall be pre-formed or pre-cast and installed per manufacturer’s recommendations and instructions. Stamped concrete truncated domes or grooves will not be accepted.

Duello Road Phase II B

ADA-6
<table>
<thead>
<tr>
<th>Figures/Examples</th>
<th>Requirements 1</th>
<th>YES</th>
<th>NO</th>
<th>NA</th>
</tr>
</thead>
</table>
| Sidewalk Width           | • The minimum continuous and unobstructed clear width of a pedestrian access route shall be 4.0 feet, exclusive of the width of the curb.  
• The continuous clear width of pedestrian access routes for medians and pedestrian refuge islands must be 5 feet minimum in order to allow for passing space.  
• MoDOT Sidewalks shall be 5 feet wide minimum.  
• MoDOT Sidewalks located within 2 feet of the back of curb are to be constructed 6 feet wide minimum and constructed adjacent to the back of the curb.  
• Exception: an unaltered, existing sidewalk shall be 3 feet wide minimum and shall provide 5 foot x 5 foot passing spaces at intervals of 200 feet maximum.  
• Detectable warning surfaces shall be provided, where a curb ramp, landing, or blended transition connects to a street. Where commercial driveways are provided with traffic control devices or otherwise are permitted to operate like public streets, detectable warnings should be provided at the junction between the pedestrian route and the street.  
• Gratings, access covers, and other appurtenances shall not be located on curb ramps, landings, blended transitions, and gutters within the pedestrian access route.  
• Grade breaks shall not be permitted on the surface of curb ramps, blended transitions, landings, and gutter areas within the pedestrian access route. Surface slopes that meet at grade breaks shall be flush. |     |    |    |
| Passing Spaces           | • Walkways in pedestrian access routes that are less than 5 feet in clear width shall provide passing spaces at intervals of 200 feet maximum.  
• Pedestrian access routes at passing spaces shall be 5 feet wide for a distance of 5 feet. |     |    |    |
| Sidewalk Running Slope   | The grade that is parallel to the direction of travel, expressed as a ratio of rise to run or as a percent.  
• The running slope of a pedestrian access route shall be 5 percent maximum.  
**Roadway Grade Exception:** Where pedestrian access routes are contained within a street or highway right-of-way, the grade of the pedestrian access route is permitted to equal the general grade established for the adjacent street or highway.  
• Running Slopes shall be measured using a calibrated 2 foot long digital level. |     |    |    |
<table>
<thead>
<tr>
<th>Figures/Examples</th>
<th>Requirements</th>
<th>YES</th>
<th>NO</th>
<th>NA</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Sidewalk Cross Slope</strong>&lt;br&gt;The grade that is perpendicular to the direction of accessible pedestrian travel, measured perpendicular to the curb line or edge of the street or highway, or measured perpendicular to the running grade.</td>
<td>- The cross slope of the walkway of a pedestrian access route shall be 2 percent maximum. (Roadway Grade Exception may be considered)&lt;br&gt;- 2010 ADA/ABA allows for cross slopes of up to ¼ inch per foot (2.08 percent).&lt;br&gt;- In either case, a cross slope measurement of 2.1 percent or greater is not ADA compliant.&lt;br&gt;- Cross Slopes shall be measured using a calibrated 2 foot long digital level.</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>Sidewalk Ramps</strong>&lt;br&gt;For example, a ramp segment with the maximum allowed running slope of 8.33% would require 5’ x 5’ landing after every 30’ of run.</td>
<td>- A sidewalk segment (not contained within a street or highway border) with a running grade in excess of 5 percent but less than 8.33 percent is by definition a sidewalk ramp.&lt;br&gt;- The clear width of landings, blended transitions, and curb ramps, excluding flares, shall be 4.0 feet minimum.&lt;br&gt;- Cross slope of ramp runs shall be 2 percent maximum.&lt;br&gt;- The rise for any ramp run shall be 30 inches maximum.&lt;br&gt;- Ramps shall have landings at the top and the bottom of each ramp run.&lt;br&gt;- Ramp runs with a rise greater than 6 inches shall have handrails.&lt;br&gt;- Handrails shall be provided on both sides of stairs and ramps.&lt;br&gt;- Edge protection shall be provided on each side of ramp runs.&lt;br&gt;- Detectable warning surfaces shall be provided, where a curb ramp, landing, or blended transition connects to a street.&lt;br&gt;- Gratings, access covers, and other appurtenances shall not be located on ramps, landings, blended transitions, and gutters within the pedestrian access route.&lt;br&gt;- Grade breaks shall not be permitted on the surface of ramps, blended transitions, landings, and gutter areas within the pedestrian access route. Surface slopes that meet at grade breaks shall be flush.</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Figures/Examples</td>
<td>Requirements</td>
<td>YES</td>
<td>NO</td>
<td>NA</td>
</tr>
<tr>
<td>------------------</td>
<td>--------------</td>
<td>-----</td>
<td>----</td>
<td>----</td>
</tr>
</tbody>
</table>
| Vertical Alignment | • Vertical alignment shall be planar within curb ramp runs, blended transitions, landings, and gutter areas within the pedestrian access route, and within clear spaces required for accessible pedestrian signals, street furniture, and operable parts.  
• Grade breaks shall not be permitted on the surface of curb ramps, blended transitions, landings, and gutter areas within the pedestrian access route.  
• Grade breaks shall be flush.  
• Running Slopes and Cross Slopes shall be measured using a calibrated 2 foot long digital level.  
• Where the pedestrian access route crosses rail tracks at grade, the surface of the pedestrian access route shall be level and flush with the top of the rail at the outer edges of the rail. The surface between the rails shall be aligned with the top of the rail. | | | |
| Changes in Level | • Changes in level at grade breaks shall be flush.  
• Changes in level of ¼ inch high maximum shall be permitted to be vertical.  
• Changes in level between ¼ inch high maximum and ½ inch high maximum shall be beveled with a slope not steeper than 1v:2h.  
• The bevel shall be applied across the entire level change.  
• Changes in level greater than ½ inch high shall be ramp grade or flatter, a slope of 8.33 percent or less. | | | |
<table>
<thead>
<tr>
<th>Figures/Examples</th>
<th>Requirements</th>
</tr>
</thead>
<tbody>
<tr>
<td>Landing</td>
<td>Yes</td>
</tr>
</tbody>
</table>
| A required level space required at both ends of a ramp. An area 5’ x 5’ with no slope greater than 2 percent. This space can be used as a place to rest, turn or pass another user. | • The landing clear width shall be at least as wide as the widest ramp run leading to the landing.  
• The clear width of landings, blended transitions, and curb ramps, excluding flares, shall be 4 feet minimum.  
• The landing clear length shall be 5 feet long minimum.  
• Landing slopes shall be 2 percent maximum.  
• Changes in level at grade breaks shall be flush.  
• Detectable warning surfaces shall be provided, where a curb ramp, landing, or blended transition connects to a street. Detectable warning shall be located on the landing or blended transition at the back of curb.  
• Gratings, access covers, and other appurtenances shall not be located on curb ramps, landings, blended transitions, and gutters within the pedestrian access route.  
• Grade breaks shall not be permitted on the surface of curb ramps, blended transitions, landings, and gutter areas within the pedestrian access route. Surface slopes that meet at grade breaks shall be flush.  
**Roadway Grade Exception**: The grade of pedestrian access routes within sidewalks is permitted to equal the general grade established for the adjacent street or highway. The cross slope of curb ramps, blended transitions, landings, and turning spaces at pedestrian street crossings without yield or stop control where vehicles can proceed through the intersection without slowing or stopping, and at midblock pedestrian street crossings are permitted to equal the street or highway grade.  
• Running Slopes and Cross Slopes shall be measured using a calibrated 2 foot long digital level. | YES | NO | NA |
<table>
<thead>
<tr>
<th>Figures/Examples</th>
<th>Requirements</th>
<th>YES</th>
<th>NO</th>
<th>NA</th>
</tr>
</thead>
<tbody>
<tr>
<td><img src="image" alt="Diagram" /></td>
<td><strong>Protruding objects on sidewalks and other pedestrian circulation paths shall not reduce the clear width required for pedestrian accessible routes.</strong>&lt;br&gt;<strong>Objects with leading edges more than 27 inches and not more than 80 inches above the finish floor or ground shall protrude 4 inches maximum horizontally into the circulation path.</strong>&lt;br&gt;<strong>Free-standing objects mounted on posts or pylons shall overhang circulation paths 4 inches maximum measured horizontally from the post or pylon base when located 27 inches minimum and 80 inches maximum above the finish floor or ground. The base dimension shall be 2.5 inches thick minimum.</strong> (2011 PROWAG R402.3)&lt;br&gt;<strong>Where a sign or other obstruction is mounted between posts or pylons and the clear distance between the posts or pylons is greater than 12 inches, the lowest edge of such sign or obstruction shall be 27 inches maximum or 80 inches minimum above the finish floor or ground.</strong>&lt;br&gt;<strong>Vertical clearance shall be 80 inches high minimum. Guardrails or other barriers shall be provided where the vertical clearance is less than 80 inches high.</strong> The leading edge of such guardrail or barrier shall be located 27 inches maximum above the finish floor or ground.</td>
<td><strong>Wrong Installation</strong>&lt;br&gt;<strong>Openings in floor and ground surfaces shall not allow passage of a sphere more than ½ inch diameter. Elongated openings shall be placed so that the long dimension is perpendicular to the dominant direction of travel.</strong>&lt;br&gt;<strong>Gratings, access covers, and other appurtenances shall not be located on curb ramps, landings, blended transitions, and gutters within the pedestrian access route.</strong>&lt;br&gt;<strong>Lift holes for manhole/utility covers shall not have an opening greater than ½ inch. Plugging of holes greater than ½ inch with a material approved by the engineer is acceptable as long as it complies with the changes in level requirements.</strong></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>
### ENTRANCES (PROWAG R301)

<table>
<thead>
<tr>
<th>Figures/Examples</th>
<th>Requirements</th>
<th>YES</th>
<th>NO</th>
<th>NA</th>
</tr>
</thead>
</table>
| ![Image](image1.png) | ✓ The minimum continuous and unobstructed clear width of a pedestrian access route provided across commercial and residential entrances shall be 4 feet minimum.  
   - Cross slope shall be 2 percent maximum.  
   - Be cautious with the transition from the driveway to the roadway to avoid grade combinations that will cause vehicles to bottom out when driving over the transition. | YES | | |

### EDGE PROTECTION (PROWAG R406.8)

<table>
<thead>
<tr>
<th>Figures/Examples</th>
<th>Requirements</th>
<th>YES</th>
<th>NO</th>
<th>NA</th>
</tr>
</thead>
</table>
| ![Image](image2.png) | ✓ Edge protection shall be provided on each side of ramp runs and at each side of ramp landings.  
   - A curb or barrier shall be provided that prevents the passage of a 4 inch diameter sphere, where any portion of the sphere is within 4 inches of the finish floor or ground surface.  
   - Edge-protection shall not be required when the floor or ground surface of the ramp run or landing extends 12 inches minimum beyond the inside face of a handrail.  
   - Edge protection shall not be required on curb ramps and their landings.  
   - Edge protection shall not be required on ramps that are not required to have handrails and have flares not steeper than 1:10.  
   - Edge protection shall not be required on the sides of ramp landings having a vertical drop-off of ½ inch maximum within 10 inches horizontally of the minimum landing area. | YES | | |
**HANDRAIL AND PEDESTRIAN GUARDRAIL (PROWAG R408)**

<table>
<thead>
<tr>
<th>Figures/Examples</th>
<th>Requirements</th>
<th>YES</th>
<th>NO</th>
<th>NA</th>
</tr>
</thead>
<tbody>
<tr>
<td><img src="image1" alt="Diagram" /></td>
<td>• The clear width of walking surfaces shall be 4.0 feet minimum.</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td><img src="image2" alt="Diagram" /></td>
<td>• Handrails are required on ramp runs with a rise greater than 6 inches and on certain stairways. Handrails are not required on walking surfaces with running slopes less than 1:20. Where required, handrails shall be provided on both sides of stairs and ramps.</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td><img src="image3" alt="Diagram" /></td>
<td>• Handrails shall be continuous within the full length of each stair flight or ramp run. Inside handrails on switchback or dogleg stairs and ramps shall be continuous between flights or runs.</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td><img src="image4" alt="Diagram" /></td>
<td>• Top of gripping surfaces of handrails shall be 34 inches minimum and 38 inches maximum vertically above walking surfaces, stair nosings, and ramp surfaces. Handrails shall be at a consistent height above walking surfaces, stair nosings, and ramp surfaces.</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td><img src="image5" alt="Diagram" /></td>
<td>• Clearance between handrail gripping surfaces and adjacent surfaces shall be 1 1/2 inches minimum.</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td><img src="image6" alt="Diagram" /></td>
<td>• Handrail gripping surfaces with a circular cross section shall have an outside diameter of 1 1/4 inches minimum and 2 inches maximum.</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td><img src="image7" alt="Diagram" /></td>
<td>• Handrail gripping surfaces with a non-circular cross section shall have a perimeter dimension of 4 inches minimum and 6 1/4 inches maximum, and a cross-section dimension of 2 1/4 inches maximum.</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td><img src="image8" alt="Diagram" /></td>
<td>• Handrail gripping surfaces and any surfaces adjacent to them shall be free of sharp or abrasive elements and shall have rounded edges.</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td><img src="image9" alt="Diagram" /></td>
<td>• Handrails shall not rotate within their fittings.</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td><img src="image10" alt="Diagram" /></td>
<td>• Ramp handrails shall extend horizontally above the landing for 12 inches minimum beyond the top and bottom of ramp runs. Extensions shall return to a wall, guard, or the landing surface, or shall be continuous to the handrail of an adjacent ramp run.</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td><img src="image11" alt="Diagram" /></td>
<td>• At the top of a stair flight, handrails shall extend horizontally above the landing for 12 inches minimum beginning directly above the first riser nosing. Extensions shall return to a wall, guard, or the landing surface, or shall be continuous to the handrail of an adjacent stair flight.</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td><img src="image12" alt="Diagram" /></td>
<td>• At the bottom of a stair flight, handrails shall extend at the slope of the stair flight for a horizontal distance at least equal to one tread depth beyond the last riser nosing. Extension shall return to a wall, guard, or the landing surface, or shall be continuous to the handrail of an adjacent stair flight.</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td><img src="image13" alt="Diagram" /></td>
<td>• See Edge Protection section above (also PROWAG 406.8) for additional details.</td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>
### STAIRWAYS (PROWAG R407)

<table>
<thead>
<tr>
<th>Figures/Examples</th>
<th>Requirements</th>
<th>YES</th>
<th>NO</th>
<th>NA</th>
</tr>
</thead>
</table>
| ![Image](image.png) | • All steps on a flight of stairs shall have uniform riser heights and uniform tread depths. Risers shall be 4 inches high minimum and 7 inches high maximum. Treads shall be 11 inches deep minimum.  
• Open risers are not permitted.  
• The radius of curvature at the leading edge of the tread shall be 1/2 inch maximum. Nosings that project beyond risers shall have the underside of the leading edge curved or beveled. Risers shall be permitted to slope under the tread at an angle of 30 degrees maximum from vertical. The permitted projection of the nosing shall extend 1 1/2 inches maximum over the tread below.  
• Stairs shall have handrails complying with PROWAG 2005 R408. | | | |

### UNOBSERVED REACH RANGES (PROWAG R404)

<table>
<thead>
<tr>
<th>Figures/Examples</th>
<th>Requirements</th>
<th>YES</th>
<th>NO</th>
<th>NA</th>
</tr>
</thead>
</table>
| ![Image](image.png) | Forward Reach  
• Where a forward reach is unobstructed, the high forward reach shall be 48 inches maximum and the low forward reach shall be 15 inches minimum above the finish floor or ground.  
Side Reach  
• Where a clear floor or ground space allows a parallel approach to an element and the side reach is unobstructed, the high side reach shall be 48 inches maximum and the low side reach shall be 15 inches minimum above the finish floor or ground.  
• EXCEPTION: An obstruction shall be permitted between the clear floor or ground space and the element where the depth of the obstruction is 10 inches maximum. (2011 PROWAG R406.3) | | | |
### CURB RAMPS (PROWAG R303)

<table>
<thead>
<tr>
<th>Figures/Examples</th>
<th>Requirements</th>
<th>YES</th>
<th>NO</th>
<th>NA</th>
</tr>
</thead>
</table>
| A curb ramp, blended transition, or a combination of curb ramps and blended transitions shall connect the pedestrian access routes at each pedestrian street crossing. | - The clear width of ramps, excluding the flares, shall be 4.0 feet minimum.  
- Ramp runs shall have a running slope between 5 percent minimum and 8.33 percent maximum but shall not require the ramp length to exceed 15.0 feet.  
**Exception: 15 Foot Rule:** The running slope for a curb ramp is not limited to 8.33 percent maximum if the constructed curb ramp length exceeds 15 feet in length.  
- Cross slope of ramp runs shall be 2 percent maximum. (Roadway Grade Exception may be considered)  
- The cross slope at midblock crossings shall be permitted to be warped to meet street or highway grade.  
- Ramps shall have landings at the top and the bottom of each ramp run.  
  - The landing clear width shall be at least as wide as the widest ramp run leading to the landing.  
  - The landing clear length shall be 5.0 feet long minimum.  
  - Ramps that change direction between runs at landings shall have a clear landing 5.0 feet minimum by 5.0 feet minimum.  
- Handrails and Edge protection shall not be required on curb ramps and their landings.  
- Curb height = 0 inches within curb ramp spaces.  
- Curb ramps must be flush with street.  
- The counter slope of the gutter or street at the foot of a curb ramp, landing, or blended transition shall be 5 percent maximum. (R303.3.5)  
- The adjacent surfaces at transitions at curb ramps to walks, gutters, and streets shall be at the same level.  
- Flared sides with a slope of 10 percent maximum, measured parallel to the curb line, shall be provided where a pedestrian circulation path crosses the curb ramp.  
  - In alterations, where there is no landing at the top of curb ramps, curb ramp flares shall be provided and shall not be steeper than 1:12.  
- Detectable warning surfaces shall be provided, where a curb ramp, landing, or blended transition connects to a street.  
- Gratings, access covers, and other appurtenances shall not be located on curb ramps, landings, blended transitions, and gutters within the pedestrian access route.  
- Grade breaks shall not be permitted on the surface of curb ramps, blended transitions, landings, and gutter areas within the pedestrian access route. Surface slopes that meet at grade breaks shall be flush.  
- Grade Breaks at the top and bottom of curb ramp runs shall be perpendicular to the direction of the ramp run. | | | | |
<table>
<thead>
<tr>
<th>Figures/Examples</th>
<th>Requirements&lt;sup&gt;1&lt;/sup&gt;</th>
<th>YES</th>
<th>NO</th>
<th>NA</th>
</tr>
</thead>
</table>
| ![Perpendicular Ramps](image1) | **Perpendicular curb ramps** shall have a running slope that cuts through or is built up to the curb at right angles or meets the gutter grade break at right angles.  
**The clear width of landings, blended transitions, and curb ramps, excluding flares, shall be 4.0 feet minimum.**  
**The running slope shall be 5 percent minimum and 8.33 percent maximum but shall not require the ramp length to exceed 15.0 feet.**  
**The cross slope at intersections shall be 2 percent maximum. (Roadway Grade Exception may be considered)**  
**The cross slope at midblock crossings shall be permitted to be warped to meet street or highway grade.**  
**Roadway Grade Exception:** The grade of pedestrian access routes within sidewalks is permitted to equal the general grade established for the adjacent street or highway. The cross slope of curb ramps, blended transitions, landings, and turning spaces at pedestrian street crossings without yield or stop control where vehicles can proceed through the intersection without slowing or stopping, and at midblock pedestrian street crossings are permitted to equal the street or highway grade.  
**A landing 4.0 feet minimum by 4.0 feet minimum shall be provided at the top of the curb ramp and shall be permitted to overlap other landings and clear space.**  
**Flared sides with a slope of 10 percent maximum, measured parallel to the curb line, shall be provided where a pedestrian circulation path crosses the curb ramp.**  
**If the flared sides are not in the pathway (grass next to ramp), then there is no maximum slope and can be vertical curbs. (See adjacent figure for further explanation.)**  
**Detectable warning surfaces shall be provided, where a curb ramp, landing, or blended transition connects to a street.**  
**Gratings, access covers, and other appurtenances shall not be located on curb ramps, landings, blended transitions, and gutters within the pedestrian access route.**  
**Grade breaks at the top and bottom of perpendicular curb ramps shall be perpendicular to the direction of ramp run. At least one end of the bottom grade break shall be at the back of curb.**  
**Grade breaks shall not be permitted on the surface of curb ramps, blended transitions, landings, and gutter areas within the pedestrian access route. Surface slopes that meet at grade breaks shall be flush.**  
**Where both ends of the bottom grade break are 5.0 feet or less from the back of curb, the detectable warning shall be located on the ramp surface at the bottom grade break. Where either end of the bottom grade break is more than 5.0 feet from the back of curb, the detectable warning shall be located on the lower landing.** | YES | NO | NA |
<table>
<thead>
<tr>
<th>Figures/Examples</th>
<th>Requirements</th>
<th>YES</th>
<th>NO</th>
<th>NA</th>
</tr>
</thead>
</table>
| ![Curb Ramps Diagram](image1.jpg) | **Parallel curb ramps** shall have a running slope that is in-line with the direction of sidewalk travel.  
- The clear width of landings, blended transitions, and curb ramps, excluding flares, shall be 4.0 feet minimum.  
- The running slope shall be 5 percent minimum and 8.33 percent maximum but shall not require the ramp length to exceed 15.0 feet.  
- The cross slope shall be 2 percent maximum. (Roadway Grade Exception may be considered)  

**Roadway Grade Exception**: The grade of pedestrian access routes within sidewalks is permitted to equal the general grade established for the adjacent street or highway. The cross slope of curb ramps, blended transitions, landings, and turning spaces at pedestrian street crossings without yield or stop control where vehicles can proceed through the intersection without slowing or stopping, and at midblock pedestrian street crossings are permitted to equal the street or highway grade.  
- A landing 4.0 feet minimum by 4.0 feet minimum shall be provided at the bottom of the ramp run and shall be permitted to overlap other landings and clear floor or ground space.  
- Where a parallel curb ramp does not occupy the entire width of a sidewalk, drop-offs at diverging segments shall be protected.  
- Detectable warning surfaces shall be provided, where a curb ramp, landing, or blended transition connects to a street.  
- Gratings, access covers, and other appurtenances shall not be located on curb ramps, landings, blended transitions, and gutters within the pedestrian access route.  
- Grade breaks shall not be permitted on the surface of curb ramps, blended transitions, landings, and gutter areas within the pedestrian access route. Surface slopes that meet at grade breaks shall be flush. | | | |
| ![Blended Transitions Diagram](image2.jpg) | **Blended Transitions** shall have a running slope of 5 percent maximum and cross slope shall be 2 percent maximum.  
- The clear width blended transitions, excluding flares, shall be 4.0 feet minimum.  
- Detectable warning surfaces shall be provided where a blended transition connects to a street.  
- Gratings, access covers, and other appurtenances shall not be located on blended transitions within the pedestrian access route.  
- Grade breaks at the top and bottom of perpendicular curb ramps shall be perpendicular to the direction of ramp run. At least one end of the bottom grade break shall be at the back of curb. Grade breaks shall not be permitted on the surface of blended transitions and gutter areas within the pedestrian access route. Surface slopes that meet at grade breaks shall be flush. | | | |
• Diagonal Curb Ramps or corner type curb ramps are no longer preferred design types. A design that provides individual ramps for each crossing direction is recommended by the US Access Board.
• Diagonal Curb Ramps or corner type curb ramps with returned curbs or other well-defined edges shall have the edges parallel to the direction of pedestrian flow.
• The bottom of diagonal curb ramps shall have a clear space 48 inches minimum outside active traffic lanes of the roadway.
• Diagonal curb ramps provided at marked crossings shall provide the 48 inches minimum clear space within the markings.
• Diagonal curb ramps with flared sides shall have a segment of curb 24 inches long minimum located on each side of the curb ramp and within the marked crossing.

**Roadway Grade Exception**: The grade of pedestrian access routes within sidewalks is permitted to equal the general grade established for the adjacent street or highway. The cross slope of curb ramps, blended transitions, landings, and turning spaces at pedestrian street crossings without yield or stop control where vehicles can proceed through the intersection without slowing or stopping, and at midblock pedestrian street crossings are permitted to equal the street or highway grade.

• Detectable warning surfaces shall be provided, where a curb ramp, landing, or blended transition connects to a street.
• Gratings, access covers, and other appurtenances shall not be located on curb ramps, landings, blended transitions, and gutters within the pedestrian access route.
• Grade breaks shall not be permitted on the surface of curb ramps, blended transitions, landings, and gutter areas within the pedestrian access route. Surface slopes that meet at grade breaks shall be flush.
• Running and cross slope at midblock crossings shall be permitted to be warped to meet street or highway grade.
**DETECTABLE WARNINGS DEVICES (TRUNCATED DOMES) (PROWAG R304)**

<table>
<thead>
<tr>
<th>Figures/Examples</th>
<th>Requirements 1</th>
<th>YES</th>
<th>NO</th>
<th>NA</th>
</tr>
</thead>
<tbody>
<tr>
<td>A surface feature of truncated dome material built in or applied to the walking surface to advise of an upcoming change from pedestrian to vehicular way.</td>
<td>- Detectable warnings shall consist of a surface of truncated domes aligned in a square or radial grid pattern complying with 2010 ADA Standards. Detectable warning surfaces shall contrast visually with adjacent gutter, street or highway, or walkway surfaces, either light-on-dark or dark-on-light.</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>- Detectable warning surfaces shall extend 24 inches minimum in the direction of travel and the full width of the curb ramp (exclusive of flares), the landing, or the blended transition. Detectable warning surfaces are required where curb ramps, blended transitions, or landings provide a flush pedestrian connection to the street.</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>- Sidewalk crossings of residential driveways should not generally be provided with detectable warnings, since the pedestrian right-of-way continues across most driveway aprons and overuse of detectable warning surfaces should be avoided in the interests of message clarity. However, where commercial driveways are provided with traffic control devices or otherwise are permitted to operate like public streets, detectable warnings should be provided at the junction between the pedestrian route and the street.</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>- Perpendicular Curb Ramps: Where both ends of the bottom grade break are 5 feet or less from the back of curb, the detectable warning shall be located on the ramp surface at the bottom grade break. Where either end of the bottom grade break is more than 5 feet from the back of curb, the detectable warning shall be located on the lower landing.</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>- Landings and Blended Transitions: The detectable warning shall be located on the landing or blended transition at the back of curb.</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>- Rail Crossings: The detectable warning surface shall be located so that the edge nearest the rail crossing is 6 feet minimum and 15 feet maximum from the centerline of the nearest rail. The rows of truncated domes in a detectable warning surface shall be aligned to be parallel with the direction of wheelchair travel.</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>- Detectable warnings at cut-through islands shall be located at the curb line in-line with the face of curb and shall be separated by a 2.0 foot minimum length of walkway without detectable warnings. Where the island has no curb, the detectable warning shall be located at the edge of roadway.</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>- Exception, when detectable warnings are required by a manufacturer’s installation specifications to be embedded into concrete with a surrounding edge, domes may be installed at less than the required full width. Under this exception, the detectable warning surface shall never be more than 2 inches from the edge of the curb ramp, the landing, or the blended transition. 2</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>- Detectable warnings shall not be stamped into concrete.</td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>
### ISLANDS AND MEDIANS (PROWAG R305.4)

<table>
<thead>
<tr>
<th>Figures/Examples</th>
<th>Requirements</th>
<th>YES</th>
<th>NO</th>
<th>NA</th>
</tr>
</thead>
</table>
| ![Diagram](image1) | • Medians and pedestrian refuge islands in crosswalks shall contain a pedestrian access route, including passing space and connecting to each crosswalk.  
• Raised islands in crossings shall be cut through level with the street or have curb ramps and required landings at both sides.  
• All median island passage spaces shall provide a clear width of 5 feet minimum.  
• Medians and pedestrian refuge islands shall be 6.0 feet minimum in length in the direction of pedestrian travel.  

**Roadway Grade Exception**: The grade of pedestrian access routes within sidewalks is permitted to equal the general grade established for the adjacent street or highway. The cross slope of curb ramps, blended transitions, landings, and turning spaces at pedestrian street crossings without yield or stop control where vehicles can proceed through the intersection without slowing or stopping, and at midblock pedestrian street crossings are permitted to equal the street or highway grade.  
• Each curb ramp shall have a level area 48 inches long minimum by 36 inches wide minimum at the top of the curb ramp in the part of the island intersected by the crossings.  
• Each 48 inch minimum by 36 inch minimum area shall be oriented so that the 48 inch minimum length is in the direction of the running slope of the curb ramp it serves. The 48 inch minimum by 36 inch minimum areas and the accessible route shall be permitted to overlap.  
• Detectable warning surfaces shall be provided, where a curb ramp, landing, or blended transition connects to a street. Medians and pedestrian refuge islands shall have detectable warnings at curb ramps and blended transitions.  
• Detectable warnings at cut-through islands shall be located at the curb line in-line with the face of curb and shall be separated by a 2.0 foot minimum length of walkway without detectable warnings. Where the island has no curb, the detectable warning shall be located at the edge of roadway.  
• Gratings, access covers, and other appurtenances shall not be located on curb ramps, landings, blended transitions, and gutters within the pedestrian access route.  
• Grade breaks shall not be permitted on the surface of curb ramps, blended transitions, landings, and gutter areas within the pedestrian access route. Surface slopes that meet at grade breaks shall be flush. | | | | |
| ![Diagram](image2) | | | | |
### ACCESSIBLE PEDESTRIAN SIGNALS (PUSHBUTTONS) (PROWAG R306)

<table>
<thead>
<tr>
<th>Figures/Examples</th>
<th>Requirements</th>
<th>YES</th>
<th>NO</th>
<th>NA</th>
</tr>
</thead>
<tbody>
<tr>
<td><img src="image1.png" alt="Image" /></td>
<td>Each crosswalk with pedestrian signal indication shall have an accessible pedestrian signal which includes audible and vibrotactile indications of the WALK interval. Where a pedestrian pushbutton is provided, it shall be integrated into the accessible pedestrian signal. 🔄 ON HOLD waiting for MoDOT Specs and APL</td>
<td>🔄</td>
<td></td>
<td></td>
</tr>
<tr>
<td><img src="image2.png" alt="Image" /></td>
<td>Accessible pedestrian signals shall be located so that the vibrotactile feature can be contacted from the level landing serving a curb ramp, if provided, or from a clear floor or ground space that is in line with the crosswalk line adjacent to the vehicle stop line.</td>
<td>☑️</td>
<td></td>
<td></td>
</tr>
<tr>
<td><img src="image3.png" alt="Image" /></td>
<td>Accessible pedestrian pushbuttons shall be located within a reach range complying with PROWAG 2005 R404.</td>
<td>☑️</td>
<td></td>
<td></td>
</tr>
<tr>
<td><img src="image4.png" alt="Image" /></td>
<td>A clear floor or ground space shall be provided at the pushbutton and shall connect to or overlap the pedestrian access route. <strong>Roadway Grade Exception</strong>: Clear spaces required at accessible pedestrian signals and pedestrian pushbuttons and at other accessible elements are permitted to have a running slope or cross slope consistent with the grade of the adjacent pedestrian access route.</td>
<td>☑️</td>
<td></td>
<td></td>
</tr>
<tr>
<td><img src="image5.png" alt="Image" /></td>
<td>Pedestrian signals shall comply with PROWAG 2005 R306.</td>
<td>☑️</td>
<td></td>
<td></td>
</tr>
<tr>
<td><img src="image6.png" alt="Image" /></td>
<td>o Pushbuttons are a minimum 2 inches across in one dimension, raised (not recessed), contrast visually with the housing or mounting, and have a maximum force of 5 pounds to activate operable parts.</td>
<td>☑️</td>
<td></td>
<td></td>
</tr>
<tr>
<td><img src="image7.png" alt="Image" /></td>
<td>o The control face of the pushbuttons is installed parallel to the direction of the crosswalk it serves.</td>
<td>☑️</td>
<td></td>
<td></td>
</tr>
<tr>
<td><img src="image8.png" alt="Image" /></td>
<td>o The location of pushbuttons for new construction are within a longitudinal distance of 5 feet maximum from the crosswalk line, and 30 inches minimum to 6 feet maximum from the curb line.</td>
<td>☑️</td>
<td></td>
<td></td>
</tr>
<tr>
<td><img src="image9.png" alt="Image" /></td>
<td>o For audible pedestrian signal devices only, pushbuttons are a minimum 10 feet apart at crossings and a minimum 5 feet apart at islands or medians. This minimum distance may be waived for audible pushbuttons in medians and islands with the use of voice commands.</td>
<td>☑️</td>
<td></td>
<td></td>
</tr>
<tr>
<td><img src="image10.png" alt="Image" /></td>
<td>o Pushbuttons are located no higher than 42 inches from the ground and within 10 inch reach from a level paved landing with minimum dimensions of 48 inches x 30 inches positioned for a parallel approach to the pushbutton. For a forward approach space (30 x 48 inches) the allowed reach range is 0 inches.</td>
<td>☑️</td>
<td></td>
<td></td>
</tr>
<tr>
<td><img src="image11.png" alt="Image" /></td>
<td>o Where pushbuttons for the visually impaired are installed, tactile signs are to be provided that meet ADA requirements.</td>
<td>☑️</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>
### PEDESTRIAN STREET CROSSINGS (PROWAG R305)

<table>
<thead>
<tr>
<th>Figures/Examples</th>
<th>Requirements</th>
<th>YES</th>
<th>NO</th>
<th>NA</th>
</tr>
</thead>
</table>
| ![Diagram](image1) | - Crosswalks shall contain a pedestrian access route that connects to departure and arrival walkways through any median or pedestrian refuge island.  
- Marked crosswalks shall be 6 feet wide minimum.  
- The grade of the pedestrian access route is permitted to equal the general grade established for the adjacent street or highway, except that where pedestrian access routes are contained within pedestrian street crossings a maximum grade of 5 percent is required.  
- A 5 percent maximum cross slope is specified for pedestrian access routes contained within pedestrian street crossings without yield or stop control.  
- Crossings with Stop Control: The cross slope shall be 2 percent maximum.  
- The cross slope at midblock crossings shall be permitted to be warped to meet street or highway grade.  
- The running slope shall be 5 percent maximum, measured parallel to the direction of pedestrian travel in the crosswalk.  
- Where pedestrian signals are provided at pedestrian street crossings, they shall include accessible pedestrian signals and pedestrian pushbuttons complying with sections 4E.08 through 4E.13 of the MUTCD. Operable parts shall comply with R403.  
  (2011 PROWAG R209.1) | ![Image2] | ← ON HOLD waiting for MoDOT Specs and APL |  |  |  |
| | - Crosswalk pavement marking is 6 inches wide white.  
- Stop bar is at minimum 4 feet from the crosswalk.  
- Curb ramps at marked crossings shall be wholly contained within the markings, excluding any flared sides.  
- Gratings, access covers, and other appurtenances shall not be located on curb ramps, landings, blended transitions, and gutters within the pedestrian access route.  
- Grade breaks shall not be permitted on the surface of curb ramps, blended transitions, landings, and gutter areas within the pedestrian access route. Surface slopes that meet at grade breaks shall be flush.  
- Beyond the curb face, a clear space of 4.0 feet minimum by 4.0 feet minimum shall be provided within the width of the crosswalk and wholly outside the parallel vehicle travel lane. | |  |  |

---

Duello Road Phase II B  
ADA-22
### ALTERNATE CIRCULATION PATH (PROWAG R302)

<table>
<thead>
<tr>
<th>Figures/Examples</th>
<th>Requirements ¹</th>
<th>YES</th>
<th>NO</th>
<th>NA</th>
</tr>
</thead>
</table>
| ![Alternate circulation path](image) | • Alternate circulation paths shall contain a pedestrian access route.  
• To the maximum extent feasible, the alternate circulation path shall be provided on the same side of the street as the disrupted route.  
• Where the alternate circulation path is exposed to adjacent construction, excavation drop-offs, traffic, or other hazards, it shall be protected with a pedestrian barricade or channelizing device complying with MUTCD 6F-58, 6F-63, and 6F-66.  
• Pedestrian barricades and channelizing devices shall be continuous, stable, and non-flexible and shall consist of a wall, fence, or enclosures specified in section 6F-58, 6F-63, and 6F-66 of the MUTCD (incorporated by reference; see PROWAG 2005 R104.2.4).  
• A detectable continuous bottom edge shall be provided 2 inches maximum above the ground or walkway surface.  
• Devices shall provide a continuous surface or upper rail at 3.0 feet minimum above the ground or walkway surface.  
• Support members shall not protrude into the alternate circulation path. | | | |

### BUS BOARDING AND ALIGHTING AREAS (PROWAG R410)

<table>
<thead>
<tr>
<th>Figures/Examples</th>
<th>Requirements ¹</th>
<th>YES</th>
<th>NO</th>
<th>NA</th>
</tr>
</thead>
</table>
| ![Bus boarding and alighting areas](image) | • Bus stop boarding and alighting areas shall have a firm, stable surface.  
• Bus stop boarding and alighting areas shall provide a clear length of 8 feet minimum, measured perpendicular to the curb or vehicle roadway edge, and a clear width of 5 feet minimum, measured parallel to the vehicle roadway.  
• Bus stop boarding and alighting areas shall be connected to streets, sidewalks, or pedestrian paths by an accessible route.  
• Parallel to the roadway, the slope of the bus stop boarding and alighting area shall be the same as the roadway, to the maximum extent practicable. Perpendicular to the roadway, the slope of the bus stop boarding and alighting area shall not be steeper than 2 percent.  
• Bus shelters shall provide a minimum 30 inch by 48 inch clear floor or ground space entirely within the shelter.  
• Bus shelters shall be connected by an accessible route to a boarding and alighting area. | | | |
Any “NO” answer means that location is ADA non-compliant and needs to be corrected before final acceptance of the work, except as follows. Although exceptions listed in the above requirements may not meet MoDOT current policy standards, work that does meet the minimum ADA standards will be accepted as ADA compliant. Where it is technically infeasible to correct deficiencies as part of the current work, those locations will be labeled as non-compliant and marked “NO”. These items will be added to the Transition Plan Inventory for correction at a later date. (Guidance is provided in ADA documents and in the EPG on what may be considered as technically infeasible.)

2 A MoDOT requirement.

Unless otherwise noted, all notes on this form are direct ADA requirements as published in either the PROWAG dated November 23, 2005 or ADA/ABA Standards from 2010.

All exceptions and technically infeasible locations should be discussed with the project manager and/or area engineer prior to acceptance of the work. All exceptions and technically infeasible locations will need to be thoroughly documented by the engineer, and that documentation will be attached to this form and retained as part of the final acceptance records.

All slope and grade measurements for ADA compliance will be made using a calibrated 2 foot long digital level.

US Access Board PROWAG R202.3.1 Prohibited Reduction in Required Access. An alteration shall not decrease or have the effect of decreasing the accessibility of a facility or an accessible connection to an adjacent building or site below the requirements for new construction in effect at the time of the alteration.

<table>
<thead>
<tr>
<th>Inspector Name: ________________________________</th>
<th>Inspector Signature: ________________________________</th>
<th>Date: ________________________________</th>
</tr>
</thead>
</table>

<table>
<thead>
<tr>
<th>Resident Engineer or Area Engineer Name: ________________________________</th>
<th>Resident Engineer or Area Engineer Signature: ________________________________</th>
<th>Date: ________________________________</th>
</tr>
</thead>
</table>

Distribution:
- Project Office
- District Permit Office
**SAMPLE**

**ADA EXCEPTIONS DOCUMENTATION**

<table>
<thead>
<tr>
<th>Item</th>
<th>Location</th>
<th>Standard</th>
<th>As Built</th>
<th>Discussion</th>
</tr>
</thead>
<tbody>
<tr>
<td>Sidewalk Width</td>
<td>Third Street Sta 3+00 to 7+00 RT</td>
<td>5' wide</td>
<td>Exist 3' wide</td>
<td>Required 5’ x 5’ Passing Space added at 5+00</td>
</tr>
<tr>
<td>Curb Ramp Grade</td>
<td>SE Quad of Main &amp; First</td>
<td>8.33%</td>
<td>11.2%</td>
<td>As-built Curb Ramp is 16.0' long</td>
</tr>
<tr>
<td>Parallel Ramp</td>
<td>Sta 35+20 to 35+25 Rt Rte 14</td>
<td>2.00%</td>
<td>2.6%</td>
<td>Landing running grade matches existing roadway grade</td>
</tr>
<tr>
<td></td>
<td>Landing running grade (turning space)</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Sidewalk Grade</td>
<td>Sta 23+45 to 23+52</td>
<td>5.0%</td>
<td>8.4%</td>
<td>Match existing floor at two exist doorways, Straight grade between fixed elevations</td>
</tr>
</tbody>
</table>

Inspector Name: ________________________________________________________________

Inspector Signature: ____________________________________________________________________________ Date: ____________________________

Resident Engineer or Area Engineer Name: ________________________________________________________

Resident Engineer or Area Engineer Signature: ________________________________________________ Date: ____________________________

Distribution:
- Project Office
- District Permit Office

Duello Road Phase II B       ADA-25
**DRAINAGE QUANTITIES**

**PROJECT INFORMATION**

<table>
<thead>
<tr>
<th>PROJECT INFORMATION</th>
<th>FOOTINGS</th>
<th>GRADE</th>
<th>REMARKS</th>
</tr>
</thead>
<tbody>
<tr>
<td>WEST</td>
<td>L 240</td>
<td>1</td>
<td>PHASE 1</td>
</tr>
</tbody>
</table>

**LOCATION**

<table>
<thead>
<tr>
<th>LOCATION</th>
<th>FOOTINGS</th>
</tr>
</thead>
<tbody>
<tr>
<td>WEST</td>
<td>L 240</td>
</tr>
</tbody>
</table>

**CONCRETE COMBINATION**

<table>
<thead>
<tr>
<th>CONCRETE MIX AND PRODUCTION</th>
<th>CFT</th>
<th>PM</th>
<th>REMARKS</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

**CONCRETE RUN AND CUTTING**

<table>
<thead>
<tr>
<th>CONCRETE RUN AND CUTTING</th>
<th>L 240</th>
<th>CFT</th>
<th>PM</th>
<th>REMARKS</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

**FULL DRIP SYSTEM**

<table>
<thead>
<tr>
<th>FULL DRIP SYSTEM</th>
<th>L 240</th>
<th>CFT</th>
<th>PM</th>
<th>REMARKS</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

**DRAINAGE STRUCTURES**

<table>
<thead>
<tr>
<th>DRAINAGE STRUCTURES</th>
<th>MAI</th>
<th>CFT</th>
<th>PM</th>
<th>REMARKS</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

**FOOTING SYSTEMS**

<table>
<thead>
<tr>
<th>FOOTING SYSTEMS</th>
<th>L 240</th>
<th>CFT</th>
<th>PM</th>
<th>REMARKS</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

**CONSTRUCTION**

<table>
<thead>
<tr>
<th>CONSTRUCTION</th>
<th>L 240</th>
<th>CFT</th>
<th>PM</th>
<th>REMARKS</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

**ON-BARIRACADE**

<table>
<thead>
<tr>
<th>ON-BARIRACADE</th>
<th>L 240</th>
<th>CFT</th>
<th>PM</th>
<th>REMARKS</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

**DRAINAGE QUANTITIES**

<table>
<thead>
<tr>
<th>DRAINAGE QUANTITIES</th>
<th>L 240</th>
<th>CFT</th>
<th>PM</th>
<th>REMARKS</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

**CONCRETE RUN AND CUTTING**

<table>
<thead>
<tr>
<th>CONCRETE RUN AND CUTTING</th>
<th>L 240</th>
<th>CFT</th>
<th>PM</th>
<th>REMARKS</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>
### DRAINAGE QUANTITIES

**Full Depth Sawcut**

STA | STA | SIDE | LENGTH (FT) | PHI | TOTAL
---|-----|------|-------------|-----|-------
23+10 | 22+10 | 36 | 36

**TOTAL**

36 LF

---

**Concrete Section**

<table>
<thead>
<tr>
<th>STATION</th>
<th>LEFT</th>
<th>RIGHT</th>
<th>WIDTH</th>
<th>THICK</th>
<th>REMARKS</th>
</tr>
</thead>
<tbody>
<tr>
<td>23+10</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

**HDPE Pipe 4" Perch & Spacing**

<table>
<thead>
<tr>
<th>STATION</th>
<th>LEFT</th>
<th>RIGHT</th>
<th>WIDTH</th>
<th>REMARKS</th>
</tr>
</thead>
<tbody>
<tr>
<td>23+10</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

**HDPE Pipe 6" Perch & Spacing**

<table>
<thead>
<tr>
<th>STATION</th>
<th>LEFT</th>
<th>RIGHT</th>
<th>WIDTH</th>
<th>REMARKS</th>
</tr>
</thead>
<tbody>
<tr>
<td>23+10</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

**FULL PIPE MATERIALS**

<table>
<thead>
<tr>
<th>ETH</th>
<th>LBF</th>
<th>REMARKS</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

**CONSTRUCTION SIGNS**

<table>
<thead>
<tr>
<th>REMARK</th>
<th>PHASE</th>
</tr>
</thead>
<tbody>
<tr>
<td>0.145</td>
<td>1</td>
</tr>
</tbody>
</table>

**TOTAL**

20 MOUNT TO BARRICADE

---

**Type III Movable Barricade**

<table>
<thead>
<tr>
<th>STA</th>
<th>SIDE</th>
<th>EA</th>
<th>REMARK</th>
</tr>
</thead>
<tbody>
<tr>
<td>23+10</td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

**TOTAL**

2
## DRAINAGE QUANTITIES

**NOTES:**
- All material is assumed to be granular fill, B 710.10

### LOCATION

<table>
<thead>
<tr>
<th>Drainage Structure</th>
<th>Material</th>
<th>Granularity</th>
<th>Phase</th>
</tr>
</thead>
<tbody>
<tr>
<td>DURBLO</td>
<td>LT</td>
<td>F</td>
<td>7V</td>
</tr>
<tr>
<td>DURBLO</td>
<td>JS</td>
<td>F</td>
<td>7V</td>
</tr>
</tbody>
</table>

### DRAINAGE QUANTITIES

<table>
<thead>
<tr>
<th>Drainage Structure</th>
<th>Material</th>
<th>Granularity</th>
<th>Phase</th>
</tr>
</thead>
<tbody>
<tr>
<td>DURBLO</td>
<td>LT</td>
<td>F</td>
<td>7V</td>
</tr>
<tr>
<td>DURBLO</td>
<td>JS</td>
<td>F</td>
<td>7V</td>
</tr>
</tbody>
</table>

### MEASURED QUANTITIES

<table>
<thead>
<tr>
<th>Drainage Structure</th>
<th>Material</th>
<th>Granularity</th>
<th>Phase</th>
</tr>
</thead>
<tbody>
<tr>
<td>DURBLO</td>
<td>LT</td>
<td>F</td>
<td>7V</td>
</tr>
<tr>
<td>DURBLO</td>
<td>JS</td>
<td>F</td>
<td>7V</td>
</tr>
</tbody>
</table>

### ADJUSTED QUANTITIES

<table>
<thead>
<tr>
<th>Drainage Structure</th>
<th>Material</th>
<th>Granularity</th>
<th>Phase</th>
</tr>
</thead>
<tbody>
<tr>
<td>DURBLO</td>
<td>LT</td>
<td>F</td>
<td>7V</td>
</tr>
<tr>
<td>DURBLO</td>
<td>JS</td>
<td>F</td>
<td>7V</td>
</tr>
</tbody>
</table>

### REMARKS

- All material is assumed to be granular fill, B 710.10
## DRAINAGE QUANTITIES

### LOCATION

<table>
<thead>
<tr>
<th>Station</th>
<th>Side</th>
<th>Drainage Structures</th>
<th>Curb Inlets</th>
<th>Manholes</th>
<th>Drop Structure Type</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

### DRAINAGE STRUCTURES

<table>
<thead>
<tr>
<th>Station</th>
<th>Side</th>
<th>Drainage Structures</th>
<th>Curb Inlets</th>
<th>Manholes</th>
<th>Drop Structure Type</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

### Curb Inlets

<table>
<thead>
<tr>
<th>Station</th>
<th>Side</th>
<th>Drainage Structures</th>
<th>Curb Inlets</th>
<th>Manholes</th>
<th>Drop Structure Type</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

### Manholes

<table>
<thead>
<tr>
<th>Station</th>
<th>Side</th>
<th>Drainage Structures</th>
<th>Curb Inlets</th>
<th>Manholes</th>
<th>Drop Structure Type</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

### Drop Structure

<table>
<thead>
<tr>
<th>Station</th>
<th>Side</th>
<th>Drainage Structures</th>
<th>Curb Inlets</th>
<th>Manholes</th>
<th>Drop Structure Type</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

### Construction Signs

<table>
<thead>
<tr>
<th>Station</th>
<th>Side</th>
<th>Drainage Structures</th>
<th>Curb Inlets</th>
<th>Manholes</th>
<th>Drop Structure Type</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

### TYPE III MOBILE BARRICADE

<table>
<thead>
<tr>
<th>Station</th>
<th>Side</th>
<th>Drainage Structures</th>
<th>Curb Inlets</th>
<th>Manholes</th>
<th>Drop Structure Type</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

### 33420 RT 1

<table>
<thead>
<tr>
<th>Station</th>
<th>Side</th>
<th>Drainage Structures</th>
<th>Curb Inlets</th>
<th>Manholes</th>
<th>Drop Structure Type</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

### 33425 RT 10

<table>
<thead>
<tr>
<th>Station</th>
<th>Side</th>
<th>Drainage Structures</th>
<th>Curb Inlets</th>
<th>Manholes</th>
<th>Drop Structure Type</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

---

### R10-2

<table>
<thead>
<tr>
<th>Station</th>
<th>Side</th>
<th>Drainage Structures</th>
<th>Curb Inlets</th>
<th>Manholes</th>
<th>Drop Structure Type</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

---

### 33420 RT 10 MOUNT TO BARRICADE

<table>
<thead>
<tr>
<th>Station</th>
<th>Side</th>
<th>Drainage Structures</th>
<th>Curb Inlets</th>
<th>Manholes</th>
<th>Drop Structure Type</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

### 33425 RT 10 MOUNT TO BARRICADE

<table>
<thead>
<tr>
<th>Station</th>
<th>Side</th>
<th>Drainage Structures</th>
<th>Curb Inlets</th>
<th>Manholes</th>
<th>Drop Structure Type</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

---

### TOTAL 2.0

<table>
<thead>
<tr>
<th>Station</th>
<th>Side</th>
<th>Drainage Structures</th>
<th>Curb Inlets</th>
<th>Manholes</th>
<th>Drop Structure Type</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

---

### TOTAL 2

<table>
<thead>
<tr>
<th>Station</th>
<th>Side</th>
<th>Drainage Structures</th>
<th>Curb Inlets</th>
<th>Manholes</th>
<th>Drop Structure Type</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

---

### TOTAL 2

<table>
<thead>
<tr>
<th>Station</th>
<th>Side</th>
<th>Drainage Structures</th>
<th>Curb Inlets</th>
<th>Manholes</th>
<th>Drop Structure Type</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>
### DRAINAGE QUANTITIES

#### LOCATION

<table>
<thead>
<tr>
<th>Location</th>
<th>Remarks</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td></td>
</tr>
</tbody>
</table>

#### DRAINAGE STRUCTURES

<table>
<thead>
<tr>
<th>Structure</th>
<th>Remarks</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td></td>
</tr>
</tbody>
</table>

#### CULVERT PIPE

<table>
<thead>
<tr>
<th>Size</th>
<th>Remarks</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td></td>
</tr>
</tbody>
</table>

#### QUAINTIES

<table>
<thead>
<tr>
<th>Type</th>
<th>Remarks</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td></td>
</tr>
</tbody>
</table>

#### CONSTRUCTION

<table>
<thead>
<tr>
<th>Description</th>
<th>Remarks</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td></td>
</tr>
</tbody>
</table>

####攝 EARTH WORK QUANTITIES

<table>
<thead>
<tr>
<th>Description</th>
<th>Remarks</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td></td>
</tr>
</tbody>
</table>

#### TEMPORARY PAVEMENT CONSTRUCTION

<table>
<thead>
<tr>
<th>Description</th>
<th>Remarks</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td></td>
</tr>
</tbody>
</table>

#### EMERGENCY WORK QUANTITIES

<table>
<thead>
<tr>
<th>Description</th>
<th>Remarks</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td></td>
</tr>
</tbody>
</table>

#### RECLAIMED MATERIALS

<table>
<thead>
<tr>
<th>Description</th>
<th>Remarks</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td></td>
</tr>
</tbody>
</table>

#### CONSTRUCTION SITE

<table>
<thead>
<tr>
<th>Description</th>
<th>Remarks</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td></td>
</tr>
</tbody>
</table>

#### TEMPORARY UTILITY LINES

<table>
<thead>
<tr>
<th>Description</th>
<th>Remarks</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td></td>
</tr>
</tbody>
</table>
FLAGGER CONTROL FOR STATIONARY OPERATION ONE-LANE TWO-WAY CONTROL

TRAFFIC CONTROL & EROSION CONTROL LEGEND

- Temporary Roadway
- Permanent Pavement
- Traffic Control Device
- Channelized
- Type I or II Bollard Barrier
- Flagged
- Temporary Concrete Traffic Barrier
- Set Fences
- Type II grass check

TRAFFIC CONTROL & EROSION CONTROL NOTES

1. All grading shall conform to the current edition of the AASHTO
2. Access must be provided to all site streets and driveways at all times
3. Road must remain open during and when work is not in progress
4. The buffer space shall be extended to provide adequate sight distance for the flagged work area
5. Temporary stripping shall be maintained at all times when the traveled way
6. Temporary seeding and mulch shall be applied to all temporary slopes
PHASE 1 NOTES

1. INSTALL EROSION CONTROL DEVICES.

2. CONSTRUCT CROSSTRADE DRAINAGE AND AREA INLET.

3. CONSTRUCT FULL WIDTH PAVEMENT FROM STA 22+20 LEFT AND RIGHT TO 39+50 LEFT AND 40+00 RIGHT INCLUDING ENTRANCES, SIDEWALK, AND DITCHES.

4. CONSTRUCT MILLING AND BASE WIDENING PAVEMENT FROM 11+10 TO 12+25 RIGHT UNDER TRAFFIC, CONSTRUCT TEMPORARY PAVEMENT IN PHASE 1 STATION 11+10 RIGHT TO 15+00 RIGHT AND 40+00 RIGHT TO 42+50 RIGHT, SHIFT TRAFFIC.

5. CONSTRUCT OLD DUELLO ROAD-2 CONNECTION AND SOUTHBOUND TRAVELED WAY FROM 39+50 TO 41+50 LEFT INCLUDING ENTRANCES AND DITCHES.

TRAFFIC & EROSION CONTROL LEGEND

- TEMPORARY PAVEMENT
- PERMANENT PAVEMENT
- TRAFFIC CONTROL SIGNS
- CHAINLINKER
- TYPE II MINIATURE BARRIERS
- FLARES
- TEMPORARY SURFACE TRAFFIC MARKER
- SUT FENCE
- TYPE II BIRCH CROSSES
PHASE 1 NOTES
1. BYPASS EROSION CONTROL DEVICES.
2. CONSTRUCT CROSSROAD DRAINAGE AND AREA INLET.
3. CONSTRUCT Full WIDTH PAVEMENT FROM STA 22+20 LEFT AND RIGHT TO 39+50 LEFT AND 40+10 RIGHT INCLUDING ENTRANCES, SIDEWALK, AND DITCHES.
4. CONSTRUCT MILLING AND BASE REPLACEMENT PAVEMENT FROM 11+10 TO 12+29 RIGHT UNDER TRAFFIC, CONSTRUCT TEMPORARY PAVEMENT IN PHASE 1 STATION 11+10 RIGHT TO 15+00 RIGHT AND 40+10 RIGHT TO 42+50 RIGHT, SHIFT TRAFFIC.
5. CONSTRUCT OLD DUELL ROAD 2 CONSTRUCTION AND SOUTHBOUND TRAVELED WAY FROM 39+50 TO 41+10 LEFT INCLUDING ENTRANCES AND DITCHES.
PHASE 2 NOTES
1. Maintain erosion control devices from Phase 1 and install necessary erosion control devices for Phase 2.
2. Modify traffic control for Phase 2 and shift traffic.
3. Construct old Duell Road connector and Duell Road from station 13+10 to 14+15. Construct pavement along northbound travel way from 41+00 to 41+50 right and base widening from 41+00 to 41+50 right including entrance and ditch.

PHASE 2 NOTES
1. Construct asphalt surface for entire project under traffic.
2. Construct permanent driveway at station 13+64 to 15+00.
3. Place final pavement striping.
4. Remove traffic control.
PHASE 2 NOTES

1. MAINTAIN EROSION CONTROL DEVICES FROM PHASE 1 AND INSTALL NECESSARY EROSION CONTROL DEVICES FOR PHASE 2.

2. MODIFY TRAFFIC CONTROL FOR PHASE 2 AND SHIFT TRAFFIC.

3. CONSTRUCT OLD DUELLO ROAD-1 CONNECTION AND DUELLO ROAD FROM STATION 11+00 TO 11+15. CONSTRUCT PAVEMENT ALONG NORTHBOUND TRAVEL WAY FROM 40+00 TO 41+00 RIGHT AND BASE WIDENING FROM 41+00 TO 41+50 RIGHT INCLUDING ENTRANCE AND DITCH.

PHASE 3 NOTES

1. CONSTRUCT ASPHALT SURFACE FOR ENTIRE PROJECT UNDER TRAFFIC.

2. CONSTRUCT PERMANENT DRIVEWAY AT STATION 13+32.54 AND SIDEWALK FROM 13+32.54 TO 14+00.

3. PLACE FINAL PAVEMENT STRIPPING.

4. REMOVE TRAFFIC CONTROL.
DETOUR NOTES
1. MARK TRAFFIC CONTROL FOR PHASE 1 CONSTRUCTION.
2. CONSTRUCT TEMPORARY PAVEMENT IN PHASE 2 AS SHOWN ON PLANS AND SHIFT TRAFFIC.
3. CLOSE INTERSECTION W/ BUCCELLI ROAD AND OLD BUCCELLI ROAD-L.
4. INSTALL DETOUR SIGNS
This Addendum No. 1 modifies original issued bid documents as follows:

1. **ANSWERS TO CONTRACTOR QUESTIONS FOR CLARIFICATION:**

   Q. There are three temporary bypasses shown on the drawings, drawing C hand-drawn (third to last page), drawing C4.6 hand-drawn (second to last page), C4.7 hand-drawn (last page), and the third on drawing C8.3 computer drawn on the west side of Duello. Please clarify?

   A. The contractor will construct two temporary bypasses. One will be from Station 11+10 Right to 15+00 Right and the other will be from Station 40+00 Right to 42+50 Right. The computer drawn bypass on C8.3 on the west side will NOT be constructed and can be disregarded. If the contractor determines a phasing plan that allows the new roadway to safely be constructed under traffic, the county may allow omission of the bypasses.

The CONTRACTOR shall sign this addendum acknowledgment and return it with the bid proposal.

Addendum No. 1               Dated  June 30, 2020

We, the undersigned, acknowledge the receipt of the above addendum(s) as dated.

By: ________________________
Title: ________________________
Date: ________________________