

# Grading Session Discussion





Would MoDOT consider eliminating the fixed cost pay items for Class C excavation?

Yes.

MoDOT agrees that the current three-tier pay structure is not ideal, and that the current prices need to be re-evaluated.



## Current Fixed Prices for Class C:

Sec	Item No.	Item of Work	Unit	Fixed Price
<a href="#">201.4.3</a>	201-30.00	Clearing and Grubbing	Acre	\$3,500.00
<a href="#">203.9.4</a>	<b>≤500 cy</b>			
	203-20.00	Class C Excavation	cy	<b>\$25.00</b>
	<b>&gt; 500 cy but &lt; 2000 cy</b>			
	203-20.00	Class C Excavation	cy	<b>\$20.00</b>
	<b>≥ 2000 cy</b>			
	203-20.00	Class C Excavation	cy	<b>\$8.00</b>



## Proposed Fixed Price for Class C:

- Delete the current three-tier pay structure
- Replace with a single fixed pay item for small quantities
- Use Sec 109.4 for any quantity over 100 CY.

Sec	Item No.	Item of Work	Unit	Fixed Price
<a href="#">201.4.3</a>	201-30.00	Clearing and Grubbing	Acre	\$3,500.00
<a href="#">203.9.4</a>	<b>≤100 cy</b>			
	203-20.00	Class C Excavation	cy	<b>\$85.00</b>



## Can MoDOT extend access to Contractor Payment Estimates after 7 p.m.?

Unfortunately, this is out of MoDOT's control. OA blocks all state FTP sites during overnight hours. We are looking at ways to overcome this, but do not have a viable fix at this time.

### **Temporary Solution:**

Download the PDF before 7 p.m. and save it to your computer.



Discuss the Prime Contractors responsibility to ensure that Subs perform traffic control appropriately and wear the appropriate PPE. Striping, rumble strips and other moving operations are the bigger challenges now.

- The prime is fully responsible for all actions of their subcontractors
- The prime's Work Zone Specialist is responsible for QC of the TCP and TMP
- The prime's superintendent is responsible for ensuring the subs comply with the PPE requirements



Should the specs or the Contractor QC procedures be revised to require a hold point for video/mandrel inspections prior to allowing paving to proceed. We have seen several instances of deficient pipe that in some cases is impossible to fix.

Good suggestion. I have added a Hold Point for this inspection/measurement and posted it to the MoDOT QC webpage.

## **New Hold Point Added:**

For Group A, B, and sometimes C pipe culverts installed under pavement, after completion of the aggregate base, but prior to placing the pavement, a hold point is required in order for QC to perform manual or video inspections and to record the specified measurements in accordance with Sec 724.3. For culverts installed elsewhere (i.e. not under pavement), the hold point and inspection shall occur no sooner than 30 days after completion of the grade. QA should be present when a mandrel is used to measure deflection. For any deficiencies found in the inspection, the contractor shall have a corrective action plan approved by the engineer prior to acceptance of the pipe and prior to placement of pavement above the culvert.





Subgrade Compaction – Discuss the primary purpose and expectation on a project. Can we get more consistency across the districts?

- Need more specifics on the issue.
- The original purpose of Subgrade Compaction was to re-work a subgrade that was constructed on a previous project (MoDOT use to let grading and paving jobs separately, but that rarely happens today).
- It is used occasionally in conjunction with full depth pavement repair.



Discuss the role expected of the contractors Work Zone Specialist and MoDOT's QA role concerning the Workzone.

- WZS Duties: See Sec 616.3.3 (a)
- WZS is in charge of QC of TCP and TMP
- WZS should lead discussion on TC at all pre-activity meetings
- MoDOT inspector QA role is to verify the WZS is performing his/her duties
- This is usually more of a joint effort

### 616.3.3 The contractor shall:

(a) Designate an individual as the Work Zone Specialist (WZS) who is knowledgeable and competent by training and/or certification in the principles of proper temporary traffic control in accordance with Chapter 6 of the MUTCD, and who has the primary responsibility, with sufficient authority, for implementing the traffic management plan and other safety and mobility aspects of the project. The WZS shall be directly involved with daily traffic management, and shall communicate pertinent information with the engineer either in person or via telecommunication. Duties of the WZS shall include monitoring the work zone to ensure an efficient flow of traffic, correcting any failed or misaligned traffic control signs or devices, and recommending traffic management improvements to the engineer. The name, certification, and a 24-hour contact number for the WZS shall be provided to the engineer prior to the start of work. If the contractor makes a change in the designated WZS, the engineer shall be notified immediately. The WZS shall be trained and certified by a qualified person as defined by the Occupational Safety and Health Administration. The WZS shall have a card and/or certificate that includes the WZS's name, instructor's name and title, training entity/agency, date of training, and signature of the instructor. Re-certification shall be required a minimum of every four years.

Additional Duties of the WZS are listed in the Work Zone Management JSP. These are generally only necessary for work on high volume routes or activities that might cause motorist delay.

**1.1 Maintaining Work Zones and Work Zone Reviews.** The Work Zone Specialist (WZS) shall maintain work zones in accordance with Sec 616.3.3 and as further stated herein. The WZS shall coordinate and implement any changes approved by the engineer. The WZS shall ensure all traffic control devices are maintained in accordance with Sec 616, the work zone is operated within the hours specified by the engineer, and will not deviate from the specified hours without prior approval of the engineer. The WZS is responsible to manage work zone delay in accordance with these project provisions. When requested by the engineer, the WZS shall submit a weekly report that includes a review of work zone operations for the week. The report shall identify any problems encountered and corrective actions taken. Work zones are subject to unannounced inspections by the engineer and other departmental staff to corroborate the validity of the WZS's review and may require immediate corrective measures and/or additional work zone monitoring.



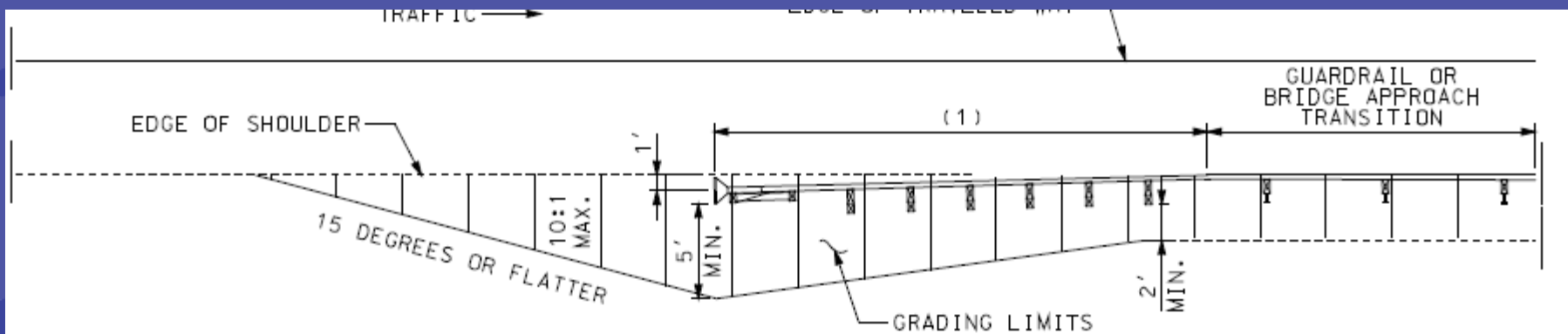
When will a decision be made on the specifications for select granular backfill as it pertains to resistivity. This is a continuing problem every year. Can we allow for lower resistivity numbers if the wall system uses materials other than galvanized straps for MSE walls similar to how IDOT does it? This has been allowed by change order on projects in STL.

There is ongoing national research that will take years to complete. MoDOT does not plan on lowering the requirements any further unless it can be justified.

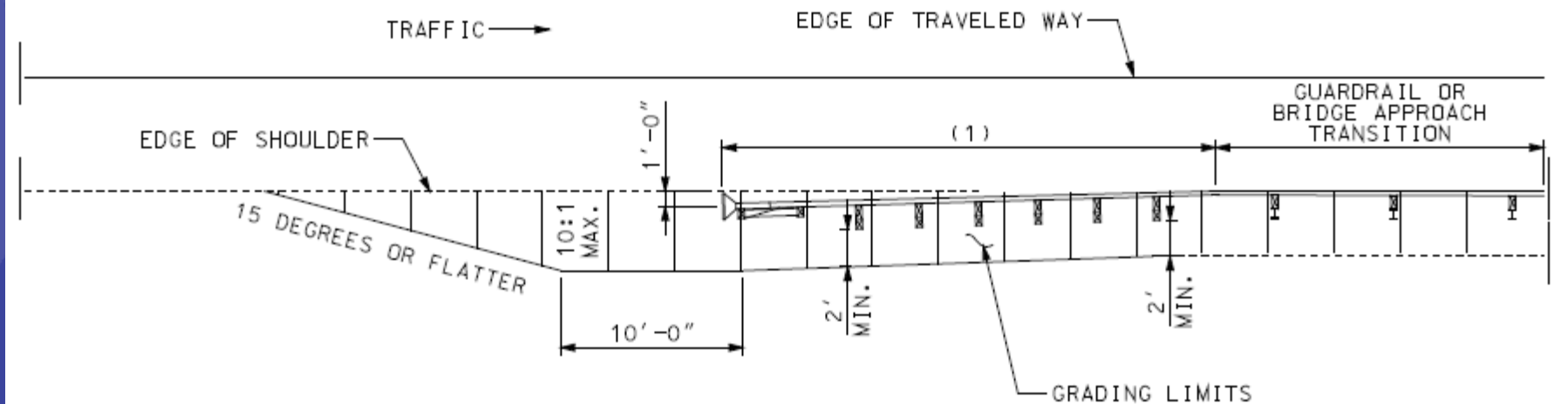


(Shaping Slopes Class III) --There is still quite a bit of confusion on the grading. The specs for grading have a preferred method and an alternate method. Most contractors use the alternate method. We get some people that say we have to use the preferred method, but why is there an alternate. We will continue to use the alternate as long as it is in the standard plans.





### PREFERRED GRADING LIMITS FOR CRASHWORTHY END TERMINALS



### ALTERNATE GRADING LIMITS FOR CRASHWORTHY END TERMINALS







## Shaping Slopes Class III

- “Preferred” is the desired grading limits, when feasible.
- “Preferred” is usually specified on new construction and included in Class A/Comp Emb quantities.
- “Alternate” is usually the more feasible option on retrofit work when Shaping Slopes Class III is the pay item.
- Shaping Slopes Class III is a linear pay item, so additional pay is warranted if “preferred” is requested but not specified shown on the plans or in contract.



There have been multiple jobs this year that call for rip rap elements for the slide repair fixes in which extremely large rip rap is being placed underneath the guardrail or sometimes underneath the roadway itself. Guardrail cannot be driven through large rocks and can't be drilled either.

Discuss a plan at precon and or pre-activity meeting and avoid this issue.



Differing Site Conditions – Can this specification be further discussed concerning the actual site conditions versus the plans and specifically what the spec allows?

Definition:

“Subsurface or latent physical conditions at the site differing materially from those indicated in the contract, or unknown physical conditions of an unusual nature differing materially from those ordinarily encountered and generally recognized as inherent in the work.”



Can the Contractor Performance Rating System be improved to better identify contractor's performance?

Yes.

- Questions/evaluation criteria are currently undergoing revision.
- Questions being added and deleted.
- Fewer questions overall.
- Adding criteria for Safety, PPE compliance, Workzone management, worker accidents/incidents, etc.
- Pilot coming in 2019.

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Any Final Questions?

