

P. ALTERNATE TECHNICAL CONCEPTS FOR CONSTRUCTION, STAGING AND TRAFFIC CONTROL

1.0 Description.

- 1.1 This specification allows bidders the opportunity to include in their overall bid proposal, pricing for a pre-approved concept, product, solution, staging or traffic control for the Commission furnished bid proposal. The bid documents will designate the portion or portions of the Commission furnished bid proposal that pre-approved alternate solutions will be considered applicable.
- 1.2 In Alternate Technical Concept (ATC) bidding, the Commission expands the choices of designs, materials, concepts or solutions it is willing to accept, and includes the basis for the low bidder selection.
- 1.3 For this request for bid, the bidder may submit a bid for the Commission furnished proposal, including the Commission furnished design solution or a bid that includes pricing for the pre-approved ATC in addition to pricing for the various other items of work included in the contract.
- 1.4 Submittal and evaluation of ATC's will occur in a two-phase process. This will consist of a Conceptual and Detailed phase for the submittal and evaluation of ATC's. Conceptual Alternative Technical Concepts (CATC) will require minimal engineering and are intended to allow the contractors to present their ideas prior to investing time and resources into detailed engineering of their concept. Once a CATC is approved, the contractor may choose to develop the ATC in more detail and submit it for final approval and inclusion in the bidding documents.

2.0 General Conditions.

- 2.1 The Commission furnished proposal documents contain all of the proposed work for the project to be bid. The bidder may propose an ATC to the design. The minimum requirements for the finished project are listed below. If the ATC meets the minimum requirements and is pre-approved by the Commission, the ATC may be submitted in the bidders proposal for consideration by the Commission in addition to any other items of work included in the contract solicited for bid.

2.1.1 General Design Specifications – Minimum Requirements

- Roadway and Structural designs shall be in accordance with any state and all federal requirements, unless otherwise specified elsewhere in these contract documents.
- Additional Applicable Standards (AAS). MoDOT understands that, at times, MoDOT manuals, specifications and standards do not allow for maximum flexibility. The bidder shall meet MoDOT, AASHTO, and FHWA requirements unless alternative requirements are proposed and accepted by MoDOT. Bidders are encouraged to propose Additional Applicable Standards for the project that strive to meet or exceed the project goals. The proposed manuals, specifications and standards, shall be limited to those already reviewed by FHWA, for example, standards from other state departments of

transportation. The Bidder shall provide the Additional Applicable Standards including but not limited to construction specifications, special provisions, design requirements (by discipline), standard drawings, materials and testing requirements, and manuals for review and approval with CATC and ATC submittals. MoDOT will have sole authority to approve or disapprove any AAS. If an AAS is disallowed, the contractor will be notified as to why.

- The contractor shall investigate and document any utility conflicts that will result from an ATC.
- Relocated Utilities shall not be disturbed except at the contractor's expense.
- The ATC cannot delay the completion of the project in accordance with Job Special Provision: O. Accelerating the Completion of Route I-44 Westbound Lane Rehabilitation (Incentive/Disincentive Clause).
- There are many factors that limit the options in altering the horizontal alignment. Prior to investing an extensive amount of time in any Conceptual ATC proposal that would affect the horizontal geometry of the base design, the bidder is strongly encouraged to contact MoDOT to discuss these limitations and that only minor alterations will be allowed.
- MoDOT's consideration of ATC's proposing changes in ramp configurations must present significant savings while moving traffic as good or better than the Commission base design.
- If a proposed ATC is beyond the limits of the Commission's existing right of way, it is the bidder's responsibility to coordinate with property owners to obtain the necessary right of way. The bidder shall comply with all applicable federal laws, rules and regulations, including 42 U.S.C. 4601-4655, the Uniform Relocation Assistance and Real Property Acquisition Act, as amended and any regulations promulgated in connection with the Act, and with Chapter 523 of the Revised Statutes of Missouri.
- The contractor shall be responsible for any and all additional permits or approvals necessary to complete the alternate technical concept, which may include local, state and federal agencies.
- ATC's may not result in a net increase in the acreage of disturbed wetlands.
- ATC's requiring new Design Exceptions must receive both MoDOT and FHWA approval. Any new design exceptions must be offset by elimination or reduction of existing design exceptions elsewhere in the project. Any combination of existing and new design exceptions must produce a design that is judged to be equal to or better than the existing design as determined by MoDOT and FHWA. MoDOT in its sole discretion may reject any design exception proposal that it feels does not provide a suitable or safe design prior to FHWA's review.

- Any proposed ATCs requiring modifications to previously approved actions for this project (ie NEPA, Design Exceptions, Conceptual Reports, etc.) must receive MoDOT and FHWA approval. This information is available upon specific request to the MoDOT contact person. MoDOT in its sole discretion may reject any proposal that will require modifications to previous approvals. Prior to investing an extensive amount of time on any Conceptual ATC proposal that would require modifications to a previously approved action, the bidder is strongly encouraged to contact MoDOT to discuss potential limitations. Any work required for modification of previously approved actions shall be the responsibility of the bidder.

2.1.2 Roadway Specifications – Minimum Requirements

- This project has a Traffic Management Plan (TMP) that has been approved by FHWA. ATC's that impact the Traffic Control Plan or the TMP will require the preparation and approval, by FHWA, of a revised TMP. The revised TMP and Traffic Control Plan shall provide an equivalent impact to traffic during construction when compared to the one described in the plans and the Job Special Provision - Traffic Management Plan. The determination of equivalent impacts or acceptable impacts to traffic shall be at the sole discretion of the Commission and FHWA.
- ATC's cannot decrease the design flood frequency that has been established for various drainage items included in the original design plans.
- Alternate pavement designs must be consistent with the AASHTO Mechanistic-Empirical Design guidelines. Any alternate pavement designs must be judged, by the Commission, as providing an equivalent design and performance as the ones included in the original design plans.
- For the concrete option, the transverse joint spacing and dowel bar size may be decreased if judged, by the Commission and FHWA, as providing an equivalent design and performance as what was included in the original design plans.
- For the concrete option, the longitudinal joint location shall be 12' offset measured from the centerline joint.
- For the concrete option, no coldmilling shall be performed on the existing surface unless all bituminous material is completely removed in its entirety to the original concrete surface within the limits of the affected area. A bondbreaker shall be used between the original and new concrete layers.
- For the asphalt option, the existing concrete pavement shall be rubblized.
- Must maintain 16'0" minimum vertical clearance for existing overhead bridge structures.

2.1.3 Staging and Traffic Control Specifications – Minimum Requirements for Base Plan

The following criteria shall be followed for a head-to-head traffic control scenario which is the base plan included in this contract:

- Head-to-Head traffic will only be allowed between March 1, 2011 to May 23, 2011 and for a maximum period of 45 consecutive calendar days. No head-to-head traffic will be allowed before March 1, 2011 or after May 23, 2011. All paving, pavement marking and guardrail/guardcable installation shall be completed and the westbound lanes and ramps shall be opened to traffic by May 23, 2011 with absolutely no exceptions.
- All work not requiring head-to-head traffic but requiring a single lane closure will only be allowed during nighttime hours which are considered to be between 7:00 p.m. and 6:00 a.m. These temporary lane drops can be used for constructing/removing temporary median crossover, rumblestrips, diamond grinding and temporary erosion control.
- Ramp closures and time for ramp closures allowed shall be as detailed in Job Special Provision C. Order of Construction shown above in this document.
- With the exception of the Loop-44 westbound on-ramp, no ramps shall be closed for more than 30 days. Ramps cannot be opened to traffic until all lanes are open to traffic for at least one (1) mile either side of the interchange.
- The westbound on and off-ramps at the Route H Interchange shall not be closed simultaneously with the on and off-ramps at the Spur 44 Interchange.
- Traffic queues of 15 minute delays or longer, due to the contractors operations will not be allowed throughout the duration of the contract.
- The final completion date for all contract work is June 24, 2011.

2.1.4 Staging and Traffic Control Specifications–Minimum Requirements for ATC plan

If the contractor elects to submit an ATC for the traffic control plan using a lane-drop scenario on the westbound lanes then the following criteria shall apply:

- Daytime lane-drops will only be allowed between March 1, 2011 to May 23, 2011 and for a maximum period of 60 consecutive calendar days. No daytime lane drops will be allowed before March 1, 2011 or after May 23, 2011. All paving, pavement marking and guardrail/guardcable installation shall be completed and the westbound lanes and ramps shall be opened to traffic by May 23, 2011 with absolutely no exceptions. After May 23, 2011 all westbound lanes and ramps shall be open to traffic from 6:00 a.m. to 7:00 pm (daytime hours).

- All work not requiring daytime lane-drops but requiring a single lane closure will only be allowed during nighttime hours which are considered to be between 7:00 p.m. and 6:00 a.m. These temporary lane drops can be used for constructing/removing temporary median crossover, rumblestrips, diamond grinding and temporary erosion control.
- Ramp closures and time for ramp closures allowed shall be as detailed in Job Special Provision C. Order of Construction shown above in this document.
- With the exception of the Loop-44 westbound on-ramp, no ramps shall be closed for more than 30 days. Ramps cannot be opened to traffic until all lanes are open to traffic for at least one (1) mile either side of the interchange.
- The westbound on and off-ramps at the Route H Interchange shall not be closed simultaneously with the on and off-ramps at the Spur 44 Interchange.
- Traffic queues of 15 minute delays or longer, due to the contractors operations will not be allowed throughout the duration of the contract.
- The final completion date for all contract work is June 24, 2011.

3.0 Two-Phase Submittal of Alternate Technical Concepts.

3.1 Phase 1 - Conceptual Alternative Technical Concept Submittal Process

There was a Phase 1 Constructability Review meeting held for project J9I2149 where the draft project documents were exposed to bidders prior to final advertisement. The Constructability Review meeting was held on **September 9, 2010** at 10:00 a.m. at the Eugene Northern Community Hall in Rolla. Following the Phase 1 Constructability Review Meeting MoDOT will accept Conceptual Alternative Technical Concepts (CATC). CATC's will require minimal engineering and are intended for the contractors to present their ideas prior to investing time and resources into detailed engineering of their concept.

3.1.1 Requirements for the CATC submittal shall include at a minimum:

- a) Detailed narrative of the change being proposed (detailed to at least enough information for the commission to estimate cost of original work and time savings)
- b) Estimate of cost savings.
- c) Estimate of time savings.
- d) Impact to the environment and any previous permits or approvals.
- e) A description of any previous use or submission of the similar technical concept or value engineering proposal, including dates, job numbers, results, and/or outcome of the ATC/VE if previously submitted, as known by the contractor.

- 3.1.2** CATC's will be accepted until 3 weeks prior to the contract letting date October 1, 2010). The Commission will review the CATC and respond back to the bidder as soon as possible, but not to exceed 3 working days. However, the Commission reserves the right to take longer depending on resources and evaluation needs of the specific ATC. The contractor will be notified prior to completion of the 3 working days time period if more time will be required.
- 3.1.3** The Commission warns that any idea submitted by the bidder, in which the commission design has not yet been completed, may possibly be the design direction that was intended for the Commission furnished plans. The bidder shall have no ownership or right to a specific design direction when the Commission has yet to develop the plans with which to do a comparison. The bidder will be informed of this situation if it occurs.
- 3.1.4** Although there is not a limit to the number of CATC submittals, the Commission reserves the right to limit the number of CATC submittals if in its own determination it feels that a bidder is abusing the process by not limiting their submittals to reasonable design concepts. The bidder will receive a written warning from the Commission before being limited on the number of CATC submittals.

3.2 Phase 1 - Conceptual Alternative Technical Concept Evaluation Process

- 3.2.1** The first basis of acceptance for a CATC will be adherence to the above listed project specific minimum requirements, general requirements and submittal requirements. Any CATC failing to include the required submittal information or one that fails to meet the project minimum requirements will be rejected and returned to the bidder immediately.
- 3.2.2** All CATC's are considered confidential and will not be shared with other bidders prior to the award of the project. All members of the CATC review team (**except FHWA**) will be required to sign a confidentiality agreement before reviewing any CATC submittals. A copy of the form to be used for this purpose may be requested.

4.0 Phase 2 - Alternative Technical Concept Submittal Process

- 4.1** The first basis for ATC approval is the submittal and acceptance of a CATC.
- 4.2** If the proposed ATC meets the minimum requirements and is given a "pass" recommendation the concept is considered pre-approved and may be submitted by the bidder along with bids for the other items of work contained in the request for proposal.
- 4.3** All proposed ATC's are considered confidential and will not be shared with other bidders prior to the award of the project. All members of the ATC review team (**except FHWA**) will be required to sign a confidentiality agreement before reviewing any ATC submittals. A copy of the form to be used for this purpose may be requested.

- 4.4** This project will require the ATC submittals to include enough roadway and structural design details to determine acceptance of the ATC which shall include if applicable, but not limited to: geometrics, hydraulic calculations, profiles, typical sections, and traffic control concepts; and structures to include type, size, locations superstructure info, substructure info, etc and any other significant information.
- 4.4** The contractor shall request and submit the ATC form with the following information:
- (a) All the original CATC submittal documents with a copy of the approval letter acknowledging the Commissions acceptance
 - (b) A description of both the existing contract requirements for performing the work and the proposed ATC (if more information has become available since CATC narrative).
 - (c) A detailed statement of the cost savings associated with the Implementation of the ATC. Include an itemized list of impacted bid items and quantities supporting the cost savings for the ATC.
 - (d) A detailed statement of the estimated re-design cost and re-design hours for implementation of the ATC. A statement of qualifications of the design team designated by the bidder to complete the ATC re-design including but not limited to the submittal of an Architects-Engineer and Related Questionnaire (Form 254 or 330 are available on MoDOT's website) or proof of an existing updated form on file with MoDOT. If the bidder's in-house staff is completing the re-design an equivalent statement of qualifications will need to be submitted to prove the design teams ability to perform the final re-design.
 - (e) A statement of the probable effect the ATC will have on the contract completion time.
 - (f) Certification that the ATC proposal design meets all applicable federal and state design standards, or conforms to a pre-approved AAS as defined in section 2.1.1 of this provision.
 - (g) A statement addressing any potential issues with utility conflicts, additional permits or agency approval that may be required, ability to construct the ATC within existing right of way and/or long-term impacts related to maintenance and operations.
 - (h) Four copies of the complete proposed ATC shall be submitted to the Commission for review.
 - (i) The ATC submittal shall also identify the bidder's specific approach to the following:
 - Mechanically stabilized earth (MSE) walls, the bidder shall define the wall systems to be used and their associated application criteria.

- The roadway design shall include the bidder's method used to determine geometrics, profiles, super elevation-rates, hydraulics, sight distances, and design speeds, etc.
- Specify what materials will be used for drainage pipes in various applications (i.e. under mainlines, under local roads, on bridges, etc.).
- For traffic related items the proposer shall define how they will interpret the 'guidance' recommendations in MUTCD.

4.5 Each bidder will be allowed to submit a maximum of two (2) ATC's. A single ATC submittal may include multiple approved CATC's.

4.6 The bidder must submit ATC's by 3:00 p.m. on **October 13, 2010** to be considered for pre-approval.

5.0 Phase 2 - Alternative Technical Concept Evaluation Process

5.1 ATC's will be evaluated based on compliance to the requirements of this JSP. ATC's that meet these requirements will pass and be considered for bid. ATC's that do not meet these requirements will fail and not be considered for bid. The Commission and FHWA shall be the sole judges in determining compliance with these requirements. If a CATC is proposed and approved based on the requirements of Section 3.2, but does not fulfill these requirements when it is submitted as an ATC, it will not be considered for bid.

5.2 ATC's will be evaluated using the following criteria. If any of the following criteria are not met, the ATC request fails.

- (a) The ATC meets or exceeds the minimum requirements and engineering standards listed in this JSP. The ATC was first evaluated and accepted as a Conceptual ATC (CATC).
- (b) The ATC does not adversely affect the overall completion date.
- (c) The ATC does not adversely affect the long-term maintenance of the project.
- (d) The statement of qualifications of the design team designated by the bidder to complete the ATC re-design meets the qualification standards as solely determined by FHWA and MoDOT.
- (e) The ATC is consistent with the overall project goals, which include but are not limited to the following:
 - a. Deliver the project on budget
 - b. Deliver the project on time
 - c. Minimize public impact by keeping regional and local traffic flowing efficiently and safely through the impacted area
 - d. Incorporate innovative design including faster/better construction techniques & inspection

- e. Coordinate with all partners and the local community resulting in a project that is viewed as successful
 - f. Demonstrate quality construction, encourage green techniques and provide a long lasting facility that complies to ADA requirements.
- (f) The ATC is equal to or better than the original design proposal. The ATC shall not cause a decrease in engineering standards for any safety related items, including but not limited to: reduction in shoulder widths, reduction in lane widths, decrease in design speed, decrease in clear zone, reduction in clear distance to piers and/or abutments, reduction in vertical clearance, or reduced traffic control performance, etc. To be considered for approval, all safety related elements of the ATC must meet or exceed the MoDOT design. Evaluation of ATC proposals will take into account the overall project design including increases and decreases in safety related items throughout the project. For example a decrease in engineering standard may be allowed in one area if, in MoDOT's and FHWA's sole discretion, it is determined that the overall safety of the project is increased by increasing the engineering standard of other parts of the project.
- (g) Direct or secondary cost and/or delay related to utility conflicts.
- (h) The ATC must achieve a score of 90% or higher, based on the following equation:

$$= 0.7 * \left(1 + \frac{(A - (A - B + C))}{A}\right) + 0.2 * \left(1 + \frac{(D - E)}{D}\right) + 0.1 * F$$

Where:

- A = Commission estimate for contract work included in bidders ATC
- B = Bidders Estimated Savings (verified by Commission) submitted with ATC
- C = Contractor estimated cost for design (verified by Commission) of ATC
- D = Commission estimated work day study for ATC Items
- E = Bidders Estimated Time to Complete Work
- F = Environmental Improvement Factor (0 if equal to base design, 1 if exceeds the base design, -1 if impacts are greater than the base design)

Factors D & E shall additionally be based on impacts to traveling public, Road User costs will be determined if the time savings is deemed to be a hardship on the public and will be deducted from the bidders estimated savings. Road User Costs will be solely determined by the Commission and will be based on bidder proposed impacts.

5.3 The Commission will make every effort to evaluate the ATC within 2 working days of submittal, but no later than one week prior to letting (**October 15, 2010**), and give the contractor a pass or fail decision. The Commission will, in writing, notify the contractor of the ATC's pass/fail status. If an ATC with a promising concept is submitted with insufficient information, it will be rejected. A rejected ATC response will include a list of one or more of the criteria listed above as to why the ATC failed. All specific ATC discussion shall be written or in-person with minutes recorded, and approved by the Commission. In no way will the Commission discuss specific ATC's without documentation. The Commission and Federal Highway Administration will be the sole

judges of acceptability of the ATC. The Commission and Federal Highway Administration reserves the right to reject any ATC request for any reason.

5.4 A request from the Commission for additional information from the bidder will be considered a response and allows for extension of the evaluation period.

5.5 The contractor will have no claim for additional costs or delays, including development costs, loss of anticipated profits, or increased material or labor costs, if the ATC is rejected.

5.6 An approved ATC that is not submitted with the bid will not be considered a pre-approved value engineering change proposal (VECP). The successful low bidder may submit their approved ATC as a VECP, however, the fact that it was approved as an ATC shall have no bearing on potential approval as a VECP, and it will be reviewed independently in accordance with Sec 104.6.

5.6.1 In the event that the winning bidder utilized a sunshine request to obtain information about approved ATC's submitted by other bidders, these ideas shall not be considered eligible for submittal as a VECP.

5.7 The Commission expressly reserves the right to adopt any specific ATC if approved for this contract as standard practice for use on other contracts administered by the Commission.

5.7.1 ATC's that were rejected for this specific project may have applications on projects with differing site conditions or other factors that may allow their use. If specific site conditions were the reason for rejection of the ATC then the Commission expressly reserves the right to adopt the specific ATC submitted for this contract as standard practice for use on other contracts administered by the Commission where site conditions may allow its use.

6.0 Design Requirements.

6.1 The Contractor's designated design team shall work with MoDOT and MoDOT design consultants on any ATC that will require design and/or plan changes. If necessary, weekly meetings will be held.

6.2 The Contractor shall be responsible for supplying the Commission with the preliminary engineering required for the ATC proposal, (see section 4.3). The Commission will not reimburse any expenses related to the preparation of ATC proposals.

6.3 If the successful low bidder uses a pre-approved ATC the successful low bidder will be responsible for the final design including but not limited to providing the drafting, revised engineering, and final production of plans for the approved ATC under the signature and seal of a registered professional engineer in the State of Missouri. Re-design shall be complete before any construction related to the ATC can begin. The Commission will not be responsible for any cost associated with project delays due to the redesign and production of plans, specs and quantities as needed for implementation of the ATC's or any additional construction cost not foreseen prior to the

ATC re-design. The successful low bidder will be responsible for all final design costs. The Commission and FHWA will have final approval of design plan changes.

7.0 Bidding Requirements.

7.1 If the contractor elects to bid the project with a pre-approved ATC, the contractor shall submit the following information with their bid documents:

(a) A description of the proposed ATC.

(b) A detailed statement of the basis of the lump sum savings. The statement should include assumed unit prices for each of the bid items considered for the lump sum savings. If the lump sum bid price (savings total) changes from the original ATC submittal the Commission reserves the right to re-evaluate the ATC based on the criteria list in section 5.2.

(c) A statement of the probable effect the ATC will have on the contract completion time.

(d) A detailed statement of the estimated of the estimated cost and re-design hours for implementation of the approved ATC.

7.2 The above listed information shall be submitted in accordance with Sec 102.10. If the contractor is bidding electronically, the ATC submittal can be submitted separately prior to the bid opening.

7.3 If the successful bidders pre-approved ATC is abandoned by the contractor or fails to be constructed for any reason, the contractor is obligated to complete the project utilizing the original design at the awarded cost, and shall be responsible for any final redesign costs.

8.0 Alternate Technical Concepts - Contact and Evaluation Information

8.1 All requests for pre-approval of alternate technical concepts for this project should be forwarded to the contact as listed below:

Pete Berry, Project Manager
Missouri Department of Transportation
910 Springfield Road
Willow Springs, MO 65793
Telephone: (417) 469-6242
E-mail: Pete.Berry@modot.mo.gov

9.0 Basis of Payment.

9.1 The proposal documents contain all of the proposed work for the project to be bid as designed by the Commission.

9.2 Separate pay items for two (2) Pre-approved ATC's are included in the itemized proposal for bidding a pre-approved ATC. If no ATC's are approved, the bidder shall leave the contract unit price column blank for the ATC pay items that are not being used.

If the contractor elects to bid the project with pre-approved ATC's, the contractor shall enter the unit price for all standard items, then bid the lump sum savings from the pre-approved ATC as a positive number, with the unit reflected as one negative lump sum resulting in an adjusted final price reflecting the savings.

9.3 The lump sum savings bid includes all savings from the pre-approved ATC including the quantity adjustments (underruns) to the standard items. After the project is awarded and the low bidder has fully designed the ATC, the low bidder shall submit to the Commission a full set of the redesigned plans with summary of quantities. A no cost change order will then be processed to adjust the bid items associated with the ATC, and adjust the ATC from savings to a lump sum price. No change in the total contract price will be allowed.

9.3.1 If the successful bidder's pre-approved ATC is abandoned by the contractor or fails to be constructed for any reason, a no cost change order will be processed to re-adjust the bid items to the original design quantities. The contractor is obligated to complete the project utilizing the original design at the awarded cost. The contractor will not be compensated for re-design costs that have been incurred and shall reimburse the Commission for any of its re-design costs prior to the abandonment of the ATC.

9.4 A separate pay item is included in the itemized proposal for pre-approved ATC re-design. If a pre-approved ATC is bid, the contractor shall enter the estimated cost of re-design as submitted in detail with the bid. If no ATC's are approved, the bidder shall leave the contract unit price column blank for the ATC re-design pay items that are not being used.

9.4.1 Payment for ATC re-design cost will be made when the engineer is provided approved invoices for design services to complete the re-design of the ATC. The Commission is only responsible for up to the total re-design cost bid in the contract. The successful low bidder is responsible for any re-design costs above re-design cost bid in the contract.

9.5 No direct payment will be made for any change in quantity of pay items not included in the ATC that are affected by the contractor's decision to use an ATC on this project.

9.6 No direct payment will be made for delay of schedule due to the use of an ATC, including but not limited to delay resulting from the design, review, implementation or construction of an ATC. Additionally, if the ATC causes conflicts with utilities that were not previously identified in the original ATC submittal, as described in Section 3.1.2 of this JSP, the contractor's sole remedy for the effects of the presence of utilities, delay in their relocation or any other effects they have on delivery of the project shall be a non-compensable, excusable delay as provided in Section 105.7.3 of the MoDOT Standard Specifications. No time delay will be granted for any utility conflicts identified in the original ATC submittal.