



ADDENDUM No. 1

DATE: December 21st, 2018

TO: Prospective Bidders

OWNER: City of University City
Department of Public Works
6801 Delmar Boulevard
University City, Missouri 63130

ENGINEER: EDSI
16141 Swingley Ridge Road
Chesterfield, Missouri 63017

SUBJECT: Addendum No. 1 to the Bidding Documents for
Forsyth Boulevard Improvements Project
STP-5526(642)

This Addendum forms a part of the Bidding and Contract Documents and modifies the original Bidding Documents, dated May 2018. **FAILURE TO ACKNOWLEDGE RECEIPT OF ADDENDUM MAY SUBJECT BIDDER TO DISQUALIFICATION.**

ITEM

Specifications

Section – Proposal, Itemized Bid Sheet

1. Page 20, Item 34 “Type 2 Preformed Marking Tape (Grooved) 24 in., White”– Remove EA (each) for units and replace with LF (linear feet).
2. Page 20, Item 8 “Pavement Surfacing and Texturing, Concrete or Asphalt” – Quantity increase to 17,851 SY.

Section – Job Special Provision

1. Page 65 & 66, Job Special Provision J FULL DEPTH PAVEMENT REPAIR – Paragraphs 3.1, 3.3 and 4.2 altered to specify that milling operations shall be performed before areas of full depth pavement replacement are identified and that the 2-1/2 inch surface course necessary on all full depth pavement repair locations are to be paid for under the “Pavement Surfacing and Texturing, Concrete or Asphalt” pay item

Plans

1. Page 2, Quantities – Number 620-51.20 – MODOT, Type 2 Preformed Marking Tape (Grooved) 24 in., White - Remove EA (each) for units and replace with LF (linear feet).

2. Page 2, Quantities – Number 412-10.02 – Pavement Surfacing and Texturing, Concrete or Asphalt – Increase quantity to 17,851 SY (Square Yards).

This Addendum consists of 1 page, excluding attachments.

END ADDENDUM NUMBER 1

ITEMIZED BID SHEET

#	Description	Quantity	Unit	Unit Price	Amount
ROADWAY					
1	Tree Removal	1	EA		
2	Removal of Rigid Pavement	3,376	SY		
3	Removal of Concrete Curb and Gutter	240	LF		
4	Sawcut (Any Depth/Material)	3,706	LF		
5	Type "C" Asphaltic Concrete	1,556	TON		
6	Type "X" Bituminous Concrete (Base)	8	TON		
7	Tack-Emulsified Asphalt (SS-1H)	580	GAL		
8	Pavement Surfacing and Texturing, Concrete or Asphalt	18,325	SY		
9	Full Depth Pavement Repair (35% of Resurfacing)	6,722	SY		
10	Concrete Pavement (6" Non-reinforced)	1,086	SY		
11	Concrete Pavement (7" Non-reinforced)	65	SY		
12	Adjust Water Service Valve Box to Grade	4	EA		
13	Adjust Water Vault to Grade	0	EA		
14	Adjust Gas Valve Box To Grade	2	EA		
15	Relocate Parking Meter	2	EA		
16	Adjusting Manhole to Grade	1	EA		
17	Adjust Sewer Vent	2	EA		
18	Concrete Curb, Type "S"	174	LF		
19	Curb and Gutter, Vertical	240	LF		
20	Integral Curb (6" Height and Under)	470	LF		
21	Sodding	631	SY		
22	Ground Cover	23	SY		
23	Temporary Erosion Control Measures	1	LS		
24	Moveable Barricades (Standard)	10	EA		
25	Flagmen	16	DAY		
26	Construction Signs	612	SF		
27	Channelizer (Trim Line)	120	EA		
28	Mobilization	1	LS		
PEDESTRIAN FACILITIES					
29	Concrete Sidewalk (4" Thick)	2,027	SY		
30	Concrete Sidewalk, Curb Ramp (7" Thick)	202	SY		
31	Truncated Domes for Curb Ramps (New Construction)	265	SF		
SIGING & STRIPING					
32	Sign Assembly	69	EA		
33	Tubular Marker - Flex Post	6	EA		
34	Type 2 Preformed Marking Tape (Grooved) 24 In., White	130	LF		
35	Type 2 Preformed Marking Tape (Grooved) Left/Right Arrow	12	EA		
36	Type 2 Preformed Marking Tape (Grooved) Straight Arrow	1	EA		
37	Type 2 Preformed Marking Tape (Grooved) Combination Straight-Left Arrow	2	EA		
38	Type 2 Preformed Marking Tape (Grooved) 12 In. White, Yield Line Triangle	16	EA		

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1.2 All exempt coldmilled areas shall have a temporary header installed and maintained until the first lift of bituminous material can be constructed.

2.0 Basis of Payment No direct payment will be made to the contractor to recover the cost of equipment, labor, materials or time required to fulfill the above provision.

J. FULL DEPTH PAVEMENT REPAIR

1.0 Description. Full depth pavement repair shall consist of removing areas of unsound concrete or bituminous material identified by the engineer to be repaired. This repair work shall extend to a maximum depth including 4 inches of aggregate sub-base, if the sub-base is deemed unsuitable. The unsound material of the sub-base shall be replaced with an approved aggregate base and the unsound material of the pavement shall be replaced with an approved bituminous mixture. This work shall be performed on selected street pavements that do not include resurfacing as part of the contract.

2.0 Material Requirements The material used for the full depth pavement repairs shall be:

Sub-base: Aggregate base.

Pavement: St. Louis County Type X asphaltic concrete and St. Louis County Type C asphaltic concrete (for the wearing course).

3.0 Construction Requirements

3.1 Removal: Sub-standard pavement will be identified by the Engineer following milling operations of the entire project. Where unsuitable material is identified by the engineer to be repaired, all loose and unsuitable bituminous material shall be removed by milling or other approved methods. Concrete material shall be removed by sawing and chipping or by a milling process as approved by the engineer. Around the perimeter of the repair, the sides shall be relatively vertical, and concrete surfaces shall have a roughened face, such as can be produced by milling, sandblasting or high pressure water blasting. The minimum depth of the repair shall be 2 inches. The area shall be cleaned to remove loose material and shall have a relatively uniform depth. If the top of dowel bars are exposed but not structurally damaged, the exposed section of the dowel bar shall be coated with an approved bond breaker. If the area indicates pumping, movement of the sub-base, or structural pavement failure, the pavement and sub-base shall be replaced to a maximum depth including 4 inches of aggregate sub-base.

3.2 Cleaning: The exposed faces of the concrete shall be free of loose particles, dust and any other contaminants before repair material is placed. The procedure shall produce a clean, roughened surface, such as can be produced by sandblasting or high pressure water blasting. All residue shall be removed with air blasting equipment just prior to placement of material. The air from the air blasting equipment shall be free of contaminants.

3.3 Placement of Repair Material: The aggregate base shall be placed as described in the materials section above. The repair area shall be suitably tacked on the sides and bottom to ensure bonding of any remaining loose material, as well as bonding of the repair material. There shall be no ponding of the tack liquid at the time the area is filled. The repair area shall be filled with an approved bituminous base mixture except for the top 2 1/2 inches. The remaining 2 1/2 inches of surface course will be paid for as "Pavement Surfacing and Texturing, Concrete or Asphalt". Areas greater than 2 1/2 inches in depth shall be filled in two lifts, each thoroughly compacted. Reestablishing of joints by sawing will not be required. All repaired areas shall be finished to provide a smooth ride, and to the satisfaction of the engineer. Repaired areas shall be checked by stringline if required by the engineer. When stringlined, the surface

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of the repaired area shall not vary more than 1/8 inch per 10 feet from a straight line between the surface of the existing pavement on each side of the repaired area.

3.4 Traffic Controls: The Contractor is expected to perform this repair under traffic. All traffic controls to protect the workers, motorists, and pedestrians shall be the responsibility of the Contractor and be placed per the Manual on Uniform Traffic Control Devices (MUTCD) latest version.

4.0 Basis Of Payment

4.1 Measurement of full depth pavement repairs will be made to the nearest square yard. Any material removed beyond the repair area designated by the engineer due to the removal methods used by the contractor will not be included in the measurement for pavement repair.

4.2 The accepted quantity for full depth pavement repair will be paid for at the contract unit price for FULL DEPTH PAVEMENT REPAIR pay item. The contractor's unit price shall include removal of sub-base and remaining pavement after milling operations as deemed necessary by the City, placement of the sub-base and pavement, excluding the 2 ½ inch surface course, and any tack liquid in required number of lifts and compaction, and any traffic controls needed.

K. TEMPORARY EROSION CONTROL

1.0 Description This work shall consist of furnishing, installing, maintaining and removing temporary pollution, erosion and sediment control measures; furnishing and placing permanent erosion control features; or a combination of both as shown on the plans, on the SWPPP, or as directed by the engineer.

2.0 General Requirements

2.1 Temporary erosion control shall conform to Section 806 of the St. Louis County Standard Specifications for Road and Bridge Construction, and the St. Louis County Sediment and Erosion Control Manual and Standard Drawings.

2.2 Prior to the preconstruction conference and the start of construction, the contractor shall submit schedules for the implementation of temporary pollution control and temporary erosion control work, for construction operations. The contractor's schedule shall address specifically the pollution and erosion control measures planned at all drainage structures. No work shall start until the pollution and erosion control schedules and methods of operations have been approved by the engineer. Any delay of the work resulting from failure to submit acceptable pollution and erosion control schedules and methods of operations will be considered non-excusable.

3.0 Material Requirements All structures and materials used shall conform to the current edition of the St. Louis County Standard Specifications for Road and Bridge Construction, and the St. Louis County Sediment and Erosion Control Manual and Standard Drawings.

4.0 Construction Requirements All work shall be in accordance with the St. Louis County Standard Specifications for Road and Bridge Construction, and the St. Louis County Sediment and Erosion Control Manual and Standard Drawings.

