



August 17, 2018

RE: Great Rivers Greenway District
Gravois Greenway
Orlando's to River des Peres Greenway – Phase 2
Federal Project No.: TAP + STP 9901(632)
GRG Project No. 118A
Addendum Number 2

Bid Opening Date Is: Not Changed

Organizations intending to submit a bid on Gravois Greenway, Orlando's to River des Peres Greenway – Phase 2 are hereby advised of the following additions and modifications to the bidding documents:

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ITEM NO.	DESCRIPTION
1.	Bidding Questions, Answers and Clarifications

ITEM NO. 1 – BIDDING QUESTIONS, ANSWERS AND CLARIFICATIONS

QUESTION: What are the horizontal loads from the abutment spread footing to be applied in the MSE wall internal stability?

ANSWER: The factored horizontal load from the abutment spread footing is 0.65k/ft.

QUESTION: Is the abutment footing bearing pressure surcharge of 4 KSF a factored or service load?

ANSWER: The bearing pressure surcharge of 4ksf is a factored load.

QUESTION: If a 4-sided PCBC is provided instead of the 3-sided structure shown, is the asphalt pavement combination shown in Detail 3, Sheet C.100 necessary? Can the contractor simply lay down a 4" to 6" thick layer of bituminous pavement without the underlying aggregate?

ANSWER: If a 4-sided PCBC is provided, a 7" depth is required for the installation of the concrete trail edger shown in 7/C.100. The asphalt section (with a 4-sided PCBC) can be 3" aggregate and 4" total thickness of bituminous pavement, or 7" of bituminous pavement. A detail of a bond break, or similar, would be required between the PCBC and the concrete pavement.

QUESTION: Since the 10' minimum height is required for a width of 12.0', would a 14' span 4-sided PCBC be allowed? Detail 7 on Sheet C.100 shows a 12" wide concrete shoulder beyond the 12' wide trail surface.

ANSWER: A 16' clear width is required per detail 5 on C.127. Section 5/C.127 is correctly dimensioned and detail 7/C.100 does not contradict the 24" concrete pavement width on each side of the bike path. The preferred details for construction are as indicated on 5/C.127 and 2/C.900. However, due to the 30-day maximum closure of the Weber Street on-ramp as outlined in JSP-07, at the contractor's option, a 4-sided rectangular structure may be provided in lieu of the 3-sided arched structure to expedite the construction. The width and minimum height requirements noted on the drawings must be maintained.

QUESTION: Are precast headwalls anticipated for the pedestrian underpass?

ANSWER: Yes, as noted on C.211.

QUESTION: Will the contractor be required to provide any additional information to St. Louis County prior to the issuance of permits:

ANSWER: The contractor will need to provide their haul route to St. Louis County AND the cut and fill quantities for work within St. Louis County (outside of the MoDOT right-of-way).

QUESTION: There are a number of details noted in the plans that are not shown on C.100. The detail numbers are: 13, 14, 15, 21, 23, 24, 30-44. Can you please provide these details?

ANSWER: The details requested can be found in the MoDOT standard dwgs as listed on the table on C.100. The link to the standard drawings is available on Bid Express under "Plans and Specifications".

QUESTION: JSP-500 – 2.5.4 specification requires bridge manufacturer to install support angles or tubes as shown on the plans. The graphics on Sheets L-901 and L-900 don't show any dimensions of the graphics and or support angles required. Would (2) continuous slotted angles on the outside of the structure be sufficient for graphic attachment?

ANSWER: A minimum of 3 connection points is required for each Trespa panel as shown on details 4/L-900 and 3/L-901, and each panel shall be attached individually. Continuous angles across the bridge structure are not allowed. 13mm trespa panels weigh 3.8 lbs per square foot. The aluminum angle will be a minimum of ¼" thick and spaced approximately 36" on center.

QUESTION: JSP-500 - Per 2.5.5 mounting plates are to be installed on the bridge to accommodate the 5 lights shown in the drawings. Can we get a size of the base and a weight of the poles complete with lighting so that we can accommodate these in our bridge design?

ANSWER: See JSP-904 for LED luminaire assembly manufacturer and model no. The base plate on the pole is 7.5" square. The fixture weight is approximately 27 lbs and the weight of the pole and hardware are approximately 35 lbs.

QUESTION: JSP-500 –Item 10 Bearings calls out for both Stainless and Teflon for sliding plates and mentions elastomeric bearings. Typically one or the other is specified with the Stainless and Teflon being the most common. Is there a preference for bearing requirements?

ANSWER: Per JSP-500, either option is allowable.

QUESTION: Section 4.1.1 of JSP-500 calls for the prefabricated pedestrian bridges to be made from weathering steel. Section 8.1.1 details a procedure for weathering steel bridges and section 8.1.2 has a procedure for painted bridges. Confirm the bridges are to be weathering steel.

ANSWER: All bridges are to be weathering steel.

QUESTION: Is railroad liability insurance required? I did not see it specifically called out but there is mention of the possible need for railroad flaggers so this would imply the need for insurance even though it states all work is outside Railroad ROW. Please advise.

ANSWER: If the means and methods of construction, determined by the Contractor, require Work to be performed within railroad property, railroad insurance will be required.

QUESTION: Item (19) Prime Contractor Requirements Title 23 Code of Federal Regulations (CRF) 635.116(a) "The contractor must perform project work with its own organization equal to 30 percent of the total contract price" What does must perform project work with its own organization mean?

ANSWER: It means the project work has to be performed by prime contractor's forces. Work is defined as the furnishing of all labor, material, equipment and other incidentals necessary or convenient to the successful completion of the project and the carrying out of all of the duties and obligations imposed by the contract.

QUESTION: Are major materials purchased by the prime contractor part of work performed with its own organization?

ANSWER: Yes. Material purchased by the prime contractor has to be installed by the prime contractor to count towards the 30% minimum requirement of the total contract price.

QUESTION: What is the clearance between the proposed top of bridge railing and the overhead Ameren lines for each span of the Bayless bridge?

ANSWER: Existing design low sag elevations are shown on the trail profile on C.204 and on C.900. Actual line elevations vary for each span and are dependent on variables such as load on line and temperature.

QUESTION: Builders Risk Insurance is not addressed in the insurance requirements. Is the General Contractor required to carry the Builders Risk Insurance or is this furnished by the Owner?

ANSWER: The General Contractor is required to carry the Builders Risk Insurance.

QUESTION: Is the GC responsible for the QC testing for the concrete, embankment, and asphalt?

ANSWER: Any testing required to substantiate product submittals shall be borne by the General Contractor. Testing in the field for soils, concrete and asphalt will be performed by the Developer's Testing Agency using MoDOT certified technicians.

QUESTION: On the Bid Form, there is an asphalt concrete overlay item #27 which is in the Roadway items of work. Bid items 82 through 90 are under the Bike/Ped work type. Are all of the quantities for actual road work such as that called out on details 6,7, 8,9,45 and others included in the Bike/Ped work type rather than Roadway?

ANSWER: "Type of Work" break down is primarily an accounting device used for organizing bid items. Bid items that include work in multiple "Type of Work" categories were assigned to a single category for convenience.

QUESTION: The detail for trail paving calls for 2" of base and 2" of surface mix. With the tight rights of way, slopes, walls, existing roadways and other items, creating any type of access to the paving will be extremely difficult and costly. If separate access is not created, the asphalt for the surface mix will have to be hauled over the 2" of base. Hauling on 2" of base will destroy it. Would one course of 4" thickness be acceptable in lieu of what is specified?

ANSWER: Contractor shall submit a trail paving plan in accordance with detail 3/C.100 and JSP-141. The trail paving plans shall be in accordance with the lift thickness limitations for each mix used. The surface of the asphalt trail shall be bituminous pavement wearing surface.