

CITY OF SAINT LOUIS

DEPARTMENT OF THE PRESIDENT, BOARD OF PUBLIC SERVICE

ADDENDUM NO. 3

TO

PLANS AND SPECIFICATIONS

FOR

**FOREST PARK PARKWAY
OVER METROLINK BRIDGE REPLACEMENT**

ST. LOUIS, MISSOURI

DATE: **8/9/2016**
LETTING NUMBER: **8615**

The following changes and additions shall be made in the plans and to the estimate. The cost thereof shall be included in the proposals submitted by the bidders.

Please acknowledge receipt of this addendum on the bid proposal.

ADDENDUM TO DRAWINGS

Revise Sheet Q-1 to update list of quantities based on additions, deletions, and revisions listed below in section "BID ITEMS".

Revise Sheet S-1 to show the installation of additional lighting pullboxes at Station 14+00 left and Station 17+76 left.

ADDENDUM TO SPECIFICATIONS

Revise the "Sample Itemized Bid Form" to reflect the additions, deletions, and revisions of bid items listed in the following section.

Delete the following text from Section X.3.d) Weekend Shut Down (Bus Bridge) on pages JSP-28/29 of the project specifications: "If it is necessary for Metro forces to adjust or remove catenary system, eight (8) hours prior to and eight (8) hours following contractor's work must be allowed for within the 50hr work

window." **Add** the following text: "The overhead catenary system will remain in place throughout the weekend closure. It is the contractor's responsibility to protect the system from any damage during the demolition of the bridge."

BID ITEMS

DELETE - Bid Item 6206201 "Type A Epoxy Pavement Marking, 4 in. White"

DELETE - Bid Item 6206202 "Type A Epoxy Pavement Marking, 4 in. Yellow"

DELETE - Bid Item 6206203 "Type A Epoxy Pavement Marking, 12 in. Yellow"

ADD - Bid Item 6206000C "4 In. White Waterborne Pavement Marking Paint, Type P Beads" - 943 lf

ADD - Bid Item 6206001C "4 In. Yellow Waterborne Pavement Marking Paint, Type P Beads" - 888 lf

ADD - Bid Item 6209903 "12 In. Yellow Waterborne Pavement Marking Paint, Type P Beads" - 223 lf

ADD - Bid Item 6092011 "Integral Curb, 6", Type A" - 405 lf

REVISE - Bid Item 9016120 "Pullbox, Concrete, Standard" - Increase bid quantity from 3 to 5.

QUESTIONS and ANSWERS

Q: Is there an additional cost if Metro removes the catenary system during the 50 hour weekend closure?

A: *Due to the complexity of the wiring configuration at the project location, Metro cannot remove the catenary system during 50 hours weekend closure. The contractor will be responsible for protecting the in-place catenary system during demolition. See "Addendum to Specifications" above.*

Q: Do the catenary lines need to be de-energized while driving pile or can this be accomplished under a flagging operation?

A: *Due to the proximity of the abutment to the centerline of Metrolink tracks, it is anticipated that pile driving equipment will foul the adjacent track and therefore require that one track be taken out of service. Per Section 1.20 on page JSP-40 of the specifications, the contractor is required to submit a complete procedure plan to Metro for approval. The contractor may, at their own risk, submit a plan showing the pile driving operations being done adjacent to an in-service line with flaggers. Metro will review and, at its sole discretion, will determine if the plan is acceptable or if the pile driving will need to be done with a track closure. No additional compensation will be granted to the contractor if Metro rejects the plan and requires the track be*

taken out of service. If Metro approves a procedure plan that includes driving pile adjacent to live tracks, Metro reserves the right to decide that the adjacent track be taken out of service if at any time Metro determines that the track is being fouled. In such an event, no additional compensation will be granted to the contractor for the costs associated with closing the track.

Q: There is a section in the specs after the lead and asbestos survey that contains requirements for a lead abatement contractor. We are not abating any lead, we are removing the beams that have lead paint. Are we required to have a Lead Abatement Supervisor on site at all times during abatement?

A: The need for a lead abatement supervisor will only be required during activities that would potentially create moderate levels of lead dust (cutting, grinding, welding, etc) during the removal of the beams. General handling of the beams will not require a lead abatement supervisor. However the City's onsite engineer may at any time require one if, in his/her opinion, the handling of the beams is being done in a manner that creates a risk.

Q: MoDOT requirements typically state AASHTO ASD Specifications for MSE walls, however the plans indicate 2012 AASHTO LRFD Specifications. Please confirm the walls are to be designed in LRFD, and the allowable bearing pressure in the geotechnical report is the maximum factored bearing resistance using a reduction factor of 0.65 typical for MSE walls.

A: The walls should be designed in LRFD. The numbers given in the geotechnical report for the allowable bearing pressures include the 0.65 reduction factor.

Q: The Assessment of Trees included in the specification states a cost of \$7,313.00 due to the City's Forest Division for the replacement of trees. Will a line item be added to the contract to account for this cost?

A: The contractor is not responsible for any costs mentioned in the Forestry Division's Assessment of Trees.

Q: Will the Kingshighway intersection project contractor remove the detour or will they be finished within the bridge contract's timeframe?

A: The intersection project is scheduled to be complete faster than the bridge project. It will be the bridge contractor's responsible to set up, maintain, and remove the detour.

Q: What, if any, expansion joint are required at the approach slabs?

A: MoDOT Standard Plan Sheets 504.00J 1-3 require a $\frac{3}{4}$ " expansion joint between the bridge approach slabs and the concrete approach pavements. Also required is a 2" expansion joint between the concrete approach pavement and the concrete pavement. Payment for these items is to be considered to be covered by the Unit Bid Price per square yard of concrete approach pavement.

Q: Does the bid quantity for the line item "Conduit, 2 in., Rigid

HDPE" include the conduit installed on the bridge?

A: No. The two 2" conduits shown to be installed in the safety barrier curb located on the north side of the bridge will be paid for under the lump sum line item "Conduit System on Structure".

END OF ADDENDUM NO. 3

Pre-Bid Meeting Minutes

Forest Park Parkway over Metrolink Bridge Replacement
August 1, 2016

- This project will remove and replace the existing bridge with a new, single span prestressed concrete box girder bridge. Work will include approaches, MSE walls, lighting, fencing, and a small amount of new roadway west of the bridge.
- Bids are due in this room on Tuesday, August 16, at 1:45 pm. At that time they will be opened and read. Bette Behan will be sending out bid packets that will include the bid proposal form and an official envelope. If you return your bid documents in anything other than the official envelope, it will be rejected. If you make any alterations to the bid proposal form, it will also be rejected.
- This project has a calendar completion date of June 12, 2017.
- Bidders must submit a bid deposit equal to 5% of the total bid.
- This contract requires that all onsite workers be paid prevailing wages. Workers must have completed the OSHA 10 hours safety training course.
- The DBE goal of this contract is set at 12% of the total contract amount. There is an On the Job goal of one trainee for 1,000 hours.
- This contract has a Buy America policy that will be strictly enforced on all iron, steel, and steel coating products.

Project Specific

1. It is anticipated that there will be one weekend with a complete shutdown of Metrolink to allow for the demolition of the bridge. This will need to be scheduled with Metrolink I believe two months in advance. Metro is aware of our timeline and has us penciled in for November, give or take a month. Construction will also require at times flaggers and single track shutdowns. Everyone working within Metrolink ROW is required to be Tier 1 certified. There is a single line item titled "Metrolink Coordination and Fees". This line item is the only compensation you will get for any and all costs associated with Metrolink. In the specs, you'll find about 80 pages of documents dedicated to working around Metrolink tracks, including the costs of permits and flaggers. Study it.
2. Also note that Metrolink has a track access point from Forest Park, between the bridge and Union. When we close the parkway at Union, it must be done in a way that allows Metrolink continued access. A track access plan will need to be approved by Metrolink.
3. BJC is reconstructing the intersection of Kingshighway and Forest Park Parkway. The east end of our project limits ties in to the west end of theirs. There will be the need for the two contractors to coordinate. A couple things to note:
 - This bridge contract is responsible for installing and maintaining the detour route. The intersection project will only be responsible for traffic control up on Kingshighway.
 - The intersection contractor is required to provide us with access from the east as needed.
 - About 30' east of our project limits, BJC will be installing a tunnel underneath the parkway. You will need to work with the BJC contractor to coordinate the tie in of the two streets.

QUESTIONS & ANSWERS

Q: What type of foundation improvements will be allowed for the MSE walls?

A: Brad Dunagan (Cochran Engineering) answered that any industry standard improvements will be allowed. It is at the discretion of

the general contractor and the MSE wall designer, who should work together to determine what method of improvements would work best for them. Proposed improvements should be included in the MSE wall submittal for review/approval.

Q: When will the Kingshighway/Forest Park Parkway intersection project begin construction?

A: BJC has a contractor under contract and is ready to begin as soon as the detour is set up.

Q: Will Metrolink allow for a second weekend shutdown to allow for the placement of girders?

A: No, only one weekend shutdown (to allow for the demolition of the bridge) will be allowed under this contract.

Q: Will the timing of the traffic signals along the detour route be changed?

A: This contract does not include any provisions to retime traffic signals. It is possible that the City's Traffic Division may choose to retime the signals after the detour is in place.

Q: The tree assessment in the project's specifications state a removal fee of \$7,313.00 for tree replacement due to construction of the bridge. Who is responsible for this cost?

A: See addendum

Forrest Pk Policy on Metro Pro B.D

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Company

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ITEMIZED BID FORM

Bid No.	Description	Unit	Quantity	Unit Cost	Extended Cost
2013000	Clearing and Grubbing	AC	0.4		
2022010	Removal of Improvements	LS	1		
2035000	Unclassified Excavation	CY	1,736		
2035500	Embankment in Place	CY	2,903		
2036000	Compacting Embankment	CY	2,903		
3040143	Type 5 Aggregate for Base (4" Thick)	SY	1,377		
5021110	Concrete Pavement (10 in. Non-Reinforced)	SY	1,377		
6061010	Type A Guardrail	LF	178		
6062300A	Transition Section, 6.5 Ft. Posts	EA	2		
6062400	Bridge Anchor Section	EA	2		
6071012A	Chain-Link Fence (60 IN.)	LF	370		
6081000	Concrete Median	SY	6.7		
6092011	Integral Curb, 6", Type A	LF	405		
6178003A	Traffic Barrier Delineator, Yellow/Yellow	EA	10		
6181000	Mobilization	LS	1		
6274000	Contractor Furnished Surveying and Staking	LS	1		
7034216	Concrete Barrier Curb, Type B (Modified)	LF	130		
7034410	Median Barrier Curb	LF	252		
7034412	Median Barrier Curb Transition	LF	20		
8061019	Silt Fence	LF	1,236		
8051000A	Seeding - Cool Season Mixtures	AC	0.4		
				Sub-Total Roadway Items	

Continued on next page

ITEMIZED BID FORM CONTINUED

Bid No.	Description	Unit	Quantity	Unit Cost	Extended Cost
2160500	Removal of Bridges	EA	1		
5031010	Bridge Approach Slab	SY	270		
5041000	Concrete Approach Pavement	SY	708		
6071068	Ornamental Fence on Curb, 72"	LF	231		
6071069	Ornamental Fence, 72"	LF	233		
6161001	Metrolink Coordination and Fees	LS	1		
7021010	Structural Steel Piles (10 in.)	LF	1,792		
7027000	Pile Point Reinforcement	EA	28		
7034003	Class B1 Concrete (Substructure)	CY	48.6		
7034215	Safety Barrier Curb	LF	214		
7034222	Slab on Concrete Beam	SY	661		
7034410	Median Barrier Curb	LF	107		
7056055	27 In., Prestressed Concrete Adj. Box Beam	LF	1,486		
7071000	Conduit System on Structure	LS	1		
7101000	Reinforcing Steel (Grade 60) (Epoxy Coated)	LB	11,906		
7110400	Sacrificial Graffiti Protection System	SF	8,792		
7161000	Plain Neoprene Bearing Pads	EA	57		
7201000	Mechanically Stabilized Earth Wall System	SF	7,232		
				Sub-Total Bridge Items	

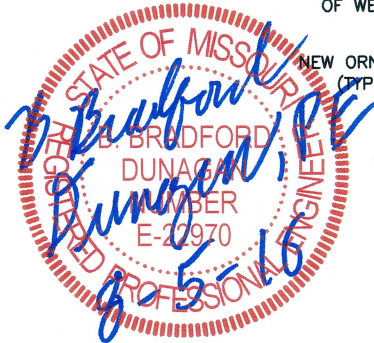
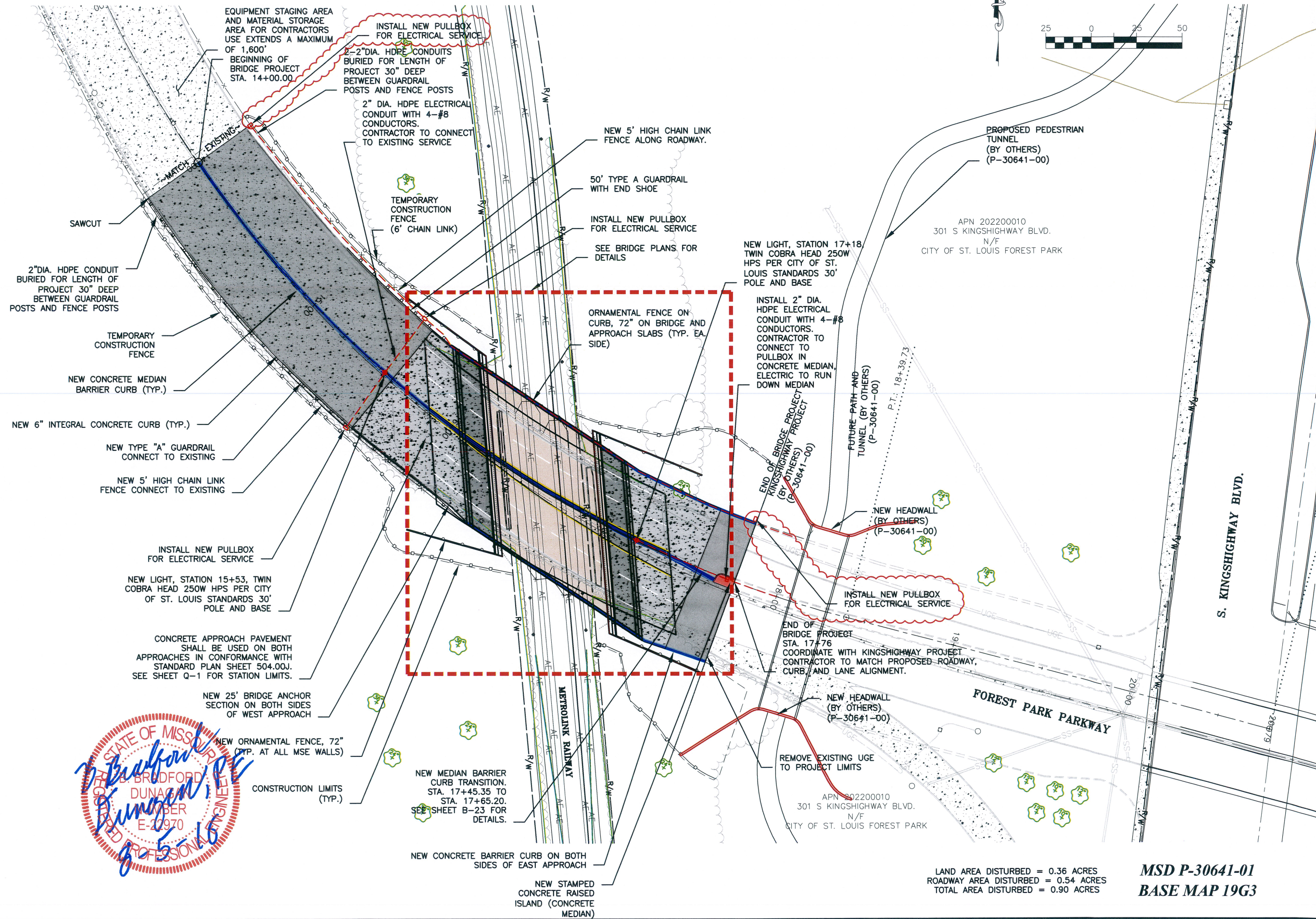
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ITEMIZED BID FORM CONTINUED

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Drawing name: J:\SC15-490 BLC FPP Metrolink Bridge\Bases.dwg Tab: SITE PLAN Plotted on: Aug 05, 2016 - 8:26am Plotted by: mltzgerald

SITE PLAN



LAND AREA DISTURBED = 0.36 ACRES
ROADWAY AREA DISTURBED = 0.54 ACRES
TOTAL AREA DISTURBED = 0.90 ACRES

MSD P-30641-01
BASE MAP 19G3

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CERTIFICATE OF AUTHORITY NUMBER - 006937

Three working days prior to the start of any excavation or construction, the contractor shall call 1-800-DIG-RIPE for utility location information.

All OSHA rules & regulations established for the type of construction shall be strictly followed (i.e. Trenching, Blasting, etc.)

FOREST PARK PARKWAY
BRIDGE NO. 0250.04 OVER METROLINK
FEDERAL PROJECT NO. BRM-5413(602)
SAINT LOUIS, MISSOURI 63110

DATE	REVISION	APPD. BY
8/5/16	ADDITION OF PULLBOXES	M.J.F. B.B.D.

DATE	APPD. BY
APRIL 2016	AMO

SCALE: 1" = 50'

PROJ. NO: SC15-490

DWG. NO: S-1