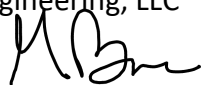




transportation • trails • water • process • construction management

ADDENDUM 002
Request for Bid
St. Louis Economic Development Partnership
for Constructing or Improving
Olive / Lindbergh Interchange
STP-4922(604)

Bidders should acknowledge receipt of Addendum 002 (TWO) by signing and including it with the original bid. The due date for receipt of bids **has** changed by this Addendum; the due date is **June 26, 2020 10:00 AM Central Time**. Accordingly, the following clarifications, and or additional information, are believed to be of general interest to all potential bidders. All other terms and conditions remain unchanged and in full force.

Name and Title of Signer (Print or Type)	Name and Title of Authority Mike Brown Project Manager
Contractor/Offeror Signature _____ (Signature of person authorized to sign)	Access Engineering, LLC  _____ (Authoring Signature)
Date Signed:	Date Signed: 6/18/20

- 1) Invitation to Bid is being replaced with a Bid Due Date of June 26, 2020 at 10:00AM.
- 2) Notice to Contractors section is being replaced with a Bid Due Date of June 26, 2020 at 10:00AM.
- 3) JSP A, Paragraph 1.2 Supplemental Plans Effective Date will be replaced.
- 4) JSP C, Paragraph 4.2 will be removed.
- 5) JSP E, Paragraph 1.0 Liquidated Damages, LD Amount will be replaced.
- 6) Traffic Control Sheet 1 of 10 will add quantities for Relocating Temporary Traffic Barrier and Temporary Pavement Markings.
- 7) Traffic Control Sheet 9 of 10 will add plan for RTE 340 north side bridge barrier over RTE 67 construction into Phase 7 of the Traffic Control Plan.

- 8) No change State wages, and Federal rates are still available at
["https://beta.sam.gov/wage-determination/MO20200001/10?index=wd&sort=-relevance&page=1&keywords=MO1&wd_publish_date_filter_model=%7B%22dateRange%22:%7B%22startDate%22:%22%22,%22endDate%22:%22%22%7D%7D&date_filter_index=0&inactive_filter_values=false"](https://beta.sam.gov/wage-determination/MO20200001/10?index=wd&sort=-relevance&page=1&keywords=MO1&wd_publish_date_filter_model=%7B%22dateRange%22:%7B%22startDate%22:%22%22,%22endDate%22:%22%22%7D%7D&date_filter_index=0&inactive_filter_values=false).
- 9) Meeting Minutes from Pre-Bid Meeting June 16th, 2020 at 2:00pm with Contractor questions (Attached)

INVITATION TO BID

OLIVE / LINDBERGH INTERCHANGE

The St. Louis Economic Development Partnership (SLEDP) is seeking proposals from qualified contractors for the Olive/Lindbergh Interchange Project. Bid documents can be obtained from www.drexeltech.com. Online correspondence to: mbrown@acceng.com, subject line to include **ATTN: STP 4922(604) Olive / Lindbergh Interchange**.

Sealed bid clearly marked **“STP 4922(604) Olive / Lindbergh Interchange”** will be received until ~~2:00 pm on June 23, 2020~~ at the office of the St. Louis Economic Development Partnership, 7733 Forsyth Boulevard, Suite 2200, St. Louis, MO 63105. At that time, they will be opened and read aloud. A live-stream broadcast of the bid opening will be made available to all of those who wish to participate via request to mbrown@acceng.com.



REPLACED

10:00 am on June 26, 2020

The Scope of Work includes the reconstruction of the Route 340 (Olive Blvd.) and Route 67 (Lindbergh Blvd.) interchange. Two new signals will be constructed along with sidewalks, lighting, bridge modifications and drainage improvements.

A pre-bid meeting will take place at 2:00 pm on June 16, 2020. The pre-bid meeting will be held on-line. Anyone interested in participating is required to contact Mike Brown by email at mbrown@acceng.com. A link and directions for the live-stream web access will be provided.

All labor used in the construction of this public improvement shall be paid a wage no less than the prevailing hourly rate of wages of work of a similar character in this locality as established by the Department of Labor and Industrial Relations (Federal Wage Rate), or state wage rate, whichever is higher.

The SLEDP hereby notifies all bidders that it will affirmatively ensure that in any contract entered into pursuant to this advertisement, businesses owned and controlled by socially and economically disadvantaged individuals will be afforded full opportunity to submit bids in response to this invitation and will not be discriminated against on the grounds of race, color, religion, creed, sex, age, ancestry, or national origin in consideration for an award.”

All bidders must be on MoDOT’s Qualified Contractor List per Section 102.2 of the Missouri Standard Specifications for Highway Construction, 2019 Edition including all revisions. The contractor questionnaire must be on file 7 days prior to bid opening.

Contractors and sub-contractors who sign a contract to work on public works project provide a 10-Hour OSHA construction safety program, or similar program approved by the Department of Labor and Industrial Relations, to be completed by their on-site employees within sixty (60) days of beginning work on the construction project.

A certified or cashier’s check or a bid bond in the amount of 5% shall be submitted with each proposal.

The SLEDP reserves the right to reject any or all bids, in whole or in part, and to waive any irregularities with regard to the bidding process. If a contract is made, the project will be awarded to the lowest, responsive, responsible Bidder based on the sole determination of the SLEDP.

The DBE Goal for this project is **14%**.

No 2nd tier subcontracting will be allowed on this project.

The SLEDP intends to issue a notice to proceed in the spring of 2020.

1 DELETED

NOTICE TO CONTRACTORS

~~Sealed bids, addressed to St. Louis Economic Development Partnership, 7733 Forsyth Blvd, Saint Louis, MO 63105 for the proposed work will be received by the St. Louis Economic Development Partnership until 2:00 pm (prevailing local time) on May 28, 2020, at the office of the St. Louis Economic Development Partnership, 7733 Forsyth Blvd, Suite 2200, Saint Louis, MO 63105, and at that time will be publicly opened. Bids should be delivered to: 7733 Forsyth Blvd, Suite 2200, St. Louis, MO 63105.~~

2 DELETED

~~Sealed bids, addressed to St. Louis Economic Development Partnership, 7733 Forsyth Blvd, Saint Louis, MO 63105 for the proposed work will be received by the St. Louis Economic Development Partnership until 2:00 pm (prevailing local time) on June 23, 2020, at the office of the St. Louis Economic Development Partnership, 7733 Forsyth Blvd, Suite 2200, Saint Louis, MO 63105, and at that time will be publicly opened. Bids should be delivered to: 7733 Forsyth Blvd, Suite 2200, St. Louis, MO 63105.~~

2 ADDED

Sealed bids, addressed to St. Louis Economic Development Partnership, 7733 Forsyth Blvd, Saint Louis, MO 63105 for the proposed work will be received by the St. Louis Economic Development Partnership until 10:00 am (prevailing local time) on June 26, 2020, at the office of the St. Louis Economic Development Partnership, 7733 Forsyth Blvd, Suite 2200, Saint Louis, MO 63105, and at that time will be publicly opened. Bids should be delivered to: 7733 Forsyth Blvd, Suite 2200, St. Louis, MO 63105.

- (1) **PROPOSED WORK:** The proposed work, hereinafter called the work, includes:

The Scope of Work includes the reconstruction of the Route 340 (Olive Blvd.) and Route 67 (Lindbergh Blvd.) interchange. Two new signals will be constructed along with sidewalks, lighting, bridge modifications and drainage improvements.

- (2) **COMPLIANCE WITH CONTRACT PROVISIONS:** The bidder, having examined and being familiar with the local conditions affecting the work, and with the contract, contract documents, including the current version of the Missouri Highways and Transportation Commission's "Missouri Standard Specifications for Highway Construction," and "Missouri Standard Plans for Highway Construction", their revisions, and the request for bid, including appendices, the special provisions and plans, hereby proposes to furnish all labor, materials, equipment, services, etc., required for the performance and completion of the work. All references are to the Missouri Standard Specifications for Highway Construction, as revised, unless otherwise noted.

The following documents are available on the Missouri Department of Transportation web page at www.modot.mo.gov under "Business with MoDOT" "Standards and Specifications". The effective version shall be determined by the letting date of the project.

General Provisions & Supplemental Specifications

Supplemental Revisions to Missouri Standard Plans
For Highway Construction

These supplemental bidding documents contain all current revisions to the bound printed versions and have important legal consequences. It shall be conclusively presumed that they are in the bidder's possession, and they have been reviewed and used by the bidder in the preparation of any bid submitted on this project.

Please note that within the above-listed documents, the term "Commission" shall be replaced with the term, St. Louis Economic Development Partnership", and the term "Engineer" is a reference to the Engineer of Record from Access Engineering, LLC.

The contracting authority for this contract is St. Louis Economic Development Partnership.

- (3) **PERIOD OF PERFORMANCE:** If the bid is accepted, the bidder agrees that work shall be diligently prosecuted at such rate and in such manner as, in the judgment of the engineer, is necessary for the completion of the work within the time specified as follows in accordance with Sec 108:

Calendar Days:
Completion Date:

~~205~~
July 1, 2021

1 DELETED

- (4) **LIQUIDATED DAMAGES:** The bidder agrees that, should the bidder fail to complete the work in the time specified or such additional time as may be allowed by the engineer under the contract, the amount of liquidated damages to be recovered in accordance with Sec 108 shall be as follows:

Liquidated damages per day \$ 1,625

Revised 9-20-2017

JOB
SPECIAL PROVISIONS

A. General - Federal JSP-09-02E

1.0 Description. The Federal Government is participating in the cost of construction of this project. All applicable Federal laws, and the regulations made pursuant to such laws, shall be observed by the contractor, and the work will be subject to the inspection of the appropriate Federal Agency in the same manner as provided in Sec 105.10 of the Missouri Standard Specifications for Highway Construction with all revisions applicable to this bid and contract.

1.1 This contract requires payment of the prevailing hourly rate of wages for each craft or type of work required to execute the contract as determined by the Missouri Department of Labor and Industrial Relations, and requires adherence to a schedule of minimum wages as determined by the United States Department of Labor. For work performed anywhere on this project, the contractor and the contractor's subcontractors shall pay the higher of these two applicable wage rates. State Wage Rates, Information on the Required Federal Aid Provisions, and the current Federal Wage Rates are available on the Missouri Department of Transportation web page at www.modot.org under "Doing Business with MoDOT", "Contractor Resources". Effective Wage Rates will be posted 10 days prior to the applicable bid opening. These supplemental bidding documents have important legal consequences. It shall be conclusively presumed that they are in the bidder's possession, and they have been reviewed and used by the bidder in the preparation of any bid submitted on this project.

1.2 The following documents are available on the Missouri Department of Transportation web page at www.modot.org under "Doing Business with MoDOT"; "Standards and Specifications". The effective version shall be determined by the letting date of the project.



October 2019

General Provisions & Supplemental Specifications

Supplemental Plans to ~~July 2019~~ Missouri Standard Plans
For Highway Construction

These supplemental bidding documents contain all current revisions to the published versions and have important legal consequences. It shall be conclusively presumed that they are in the bidder's possession, and they have been reviewed and used by the bidder in the preparation of any bid submitted on this project.

B. Contract Liquidated Damages JSP-13-01B

1.0 Description. Liquidated Damages for failure or delay in completing the work on time for this contract shall be in accordance with Sec 108.8. The liquidated damages include separate amounts for road user costs and contract administrative costs incurred by the Commission.

2.0 Period of Performance. Prosecution of work is expected to begin on the date specified below in accordance with Sec 108.2. Regardless of when the work is begun on this contract, all work shall be completed on or before the date specified below. Completion by this date shall be in accordance with the requirements of Sec 108.7.1.

~~4.2 At least two lanes of traffic in each direction on Route 340 shall be maintained at all times except for brief intervals of time required when the movement of the contractor's equipment will seriously hinder the safe movement of traffic. Periods during which the contractor will be allowed to halt traffic will be designated by the engineer.~~

5.0 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 provisions, unless specified elsewhere in the contract document.

D. Liquidated Damages Specified for Entrance Closures

1.0 Construction and Closure of Paved Approaches. The contractor shall provide ingress and egress at all times for each property owner along the project either by constructing the new approach half at a time or by providing temporary access as approved by the engineer. Businesses with two or more entrances shall have only one entrance closed at a time. However, in the case of a property having one approach used exclusively as an entrance and another approach used exclusively as an exit, the approaches shall be built on half at a time to provide for safe traffic movement into and out of the properties. See special provision "**Work Zone Traffic Management Plan**" for further details. If each entrance, once construction has started, is not completely constructed to plan design within 10 calendar days of beginning construction on the entrance and open to traffic, the Commission, the traveling public, and state and local police and governmental authorities will be damaged in various ways, including but not limited to, increased construction administration cost, potential liability, traffic and traffic flow regulation cost, traffic congestion and motorist delay, with its resulting cost to the traveling public. These damages are not reasonably capable of being computed or quantified. Therefore, the contractor will be charged with liquidated damages specified in the amount of **\$1000 per day per entrance for each full day** that the entrance is not fully complete and open to traffic, in excess of the limitation as specified elsewhere in this special provision. It shall be the responsibility of the engineer to determine the quantity of excess closure time.

1.1 The said liquidated damages specified will be assessed regardless if whether it would otherwise be charged as liquidated damages under the Missouri Standard Specification for Highway Construction

E. Final Payment Documents

 REPLACED

\$1,000

1.0 Description. If the final payment documents are not completed and ready for final payment in accordance with Sec 109.8, within 60 calendar days of final acceptance of the project, the Contractor shall pay to the Contracting Authority the amount of ~~<LD amount>~~ as liquidated damages and as a penalty for each Calendar Day until the final payment documents are completed and ready for final payment. The amount of liquidated damages shall be deducted from any payments due or to become due to the Contractor. Final payment documentation shall include but not be limited to the following:

(a) An affidavit, on the form prescribed by the Contracting Authority, to the effect that all payments have been made and all claims have been released for all material, labor and other items covered by the contract bond.

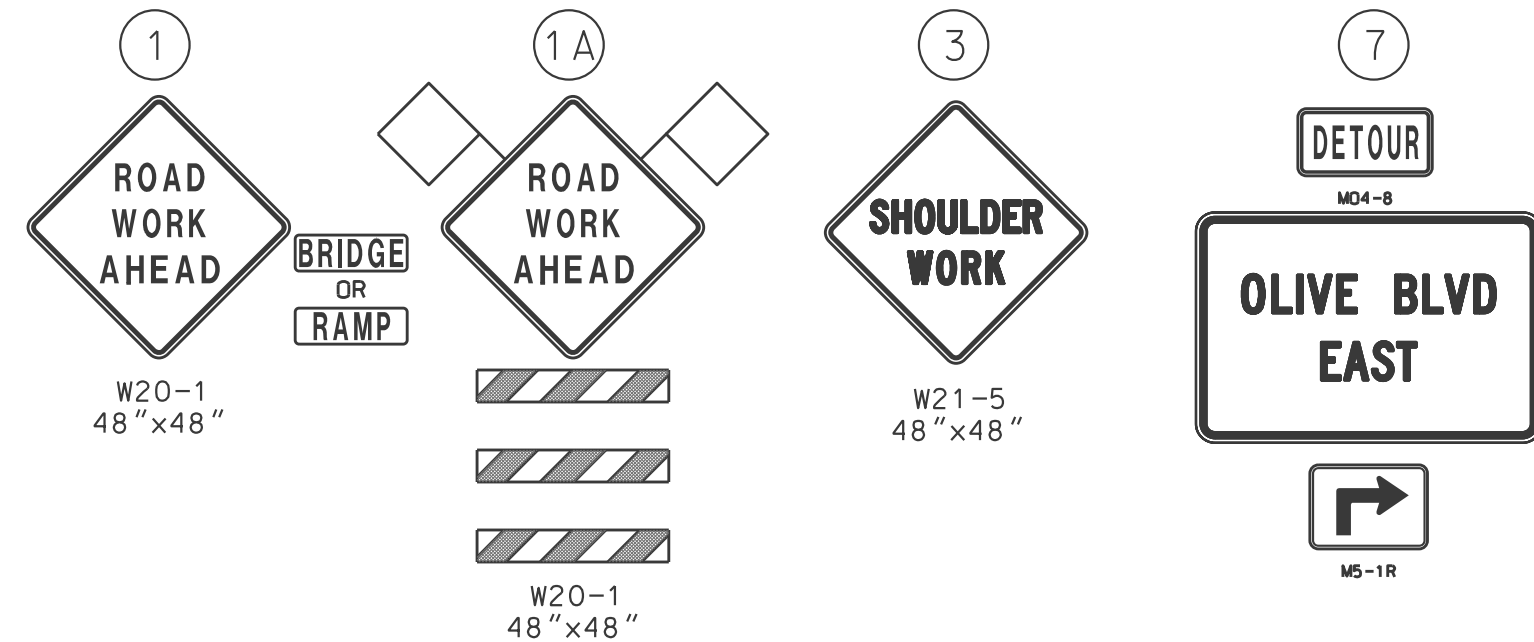
(b) A Certification, on the form prescribed by the Contracting Authority, showing the actual final DBE participation on the project including name of DBE, type of work and amount paid to each DBE firm.

																EFFECTIVE: 01-01-2019									
SIGN	SIZE IN.	AREA SQ.FT.	QTY EACH	TOTAL AREA SQ.FT.	QTY RELOC EACH	TOTAL RELOC SQ.FT.	SIGN NUM.	DESCRIPTION	SIGN	SIZE IN.	AREA SQ.FT.	QTY EACH	TOTAL AREA SQ.FT.	QTY RELOC EACH	TOTAL RELOC SQ.FT.	SIGN NUM.	DESCRIPTION	ITEM NUMBER	TOTAL QTY	DESCRIPTION					
WARNING SIGNS									GUIDE SIGNS																
WD1-1L	48X48	16.00							TURN (SYMBOL LEFT ARROW)	E05-1	36X48	12.00									GORE EXIT	6122008		IMPACT ATTENUATOR 40 MPH (SAND BARRELS)	
WD1-1R	48X48	16.00						TURN (SYMBOL RIGHT ARROW)	E05-2	48X36	12.00							EXIT OPEN	6122009		IMPACT ATTENUATOR 45 MPH (SAND BARRELS)				
WD1-2L	48X48	16.00						CURVE (SYMBOL LEFT ARROW)	E05-2a	48X36	12.00	2	24.00	3	36.00	9		EXIT CLOSED	6122010		IMPACT ATTENUATOR 50 MPH (SAND BARRELS)				
WD1-2R	48X48	16.00						CURVE (SYMBOL RIGHT ARROW)	G020-1	60X24	10.00							ROAD WORK NEXT XX MILES	6122012		IMPACT ATTENUATOR 55 MPH (SAND BARRELS)				
WD1-3L	48X48	16.00						REVERSE TURN (SYMBOL LEFT ARROW)	G020-2	48X24	8.00							END ROAD WORK	6122014		IMPACT ATTENUATOR 60 MPH (SAND BARRELS)				
WD1-3R	48X48	16.00						REVERSE TURN (SYMBOL RIGHT ARROW)	G020-4	36X18	4.50							PILOT CAR FOLLOW ME	6122017		IMPACT ATTENUATOR 65 MPH (SAND BARRELS)				
WD1-4L	48X48	16.00						REVERSE CURVE (SYMBOL LEFT ARROW)	G020-4a	42X30	8.75							PLEASE WAIT FOR PILOT CAR	6122019		IMPACT ATTENUATOR 70 MPH (SAND BARRELS)				
WD1-4R	48X48	16.00						REVERSE CURVE (SYMBOL RIGHT ARROW)	G020-5aP	36X24	6.00							WORK ZONE (PLAQUE)	6122020		REPLACEMENT SAND BARREL				
WD1-4bL	48X48	16.00						DOUBLE ARROW REVERSE CURVE (SYMBOL LT ARROWS)	M04-8a	24X18	3.00	2	24.00	4	48.00	10		END DETOUR	6122030		IMPACT ATTENUATOR (RELOCATION)				
WD1-4bR	48X48	16.00						DOUBLE ARROW REVERSE CURVE (SYMBOL RT ARROWS)	M04-9L	48X36	12.00							DETOUR (LEFT ARROW)	6123000A		TRUCK OR TRAILER MOUNTED ATTENUATOR (TMA)				
WD1-4cL	48X48	16.00						TRIPLE ARROW REVERSE CURVE (SYMBOL LT ARROWS)	M04-9R	48X36	12.00							DETOUR (RIGHT ARROW)	6161007		SPEED LIMIT AND STROBE LIGHT ASSEMBLY				
WD1-4cR	48X48	16.00						TRIPLE ARROW REVERSE CURVE (SYMBOL RT ARROWS)	M04-9P	48X12	4.00							STREET NAME (PLAQUE)	6161008		ADVANCED WARNING RAIL SYSTEM				
WD1-6	60X30	12.50						HORIZONTAL ARROW (SYMBOL)	M04-10L	48X18	6.00							DETOUR (ARROW LEFT)	6161009		FLAG ASSEMBLY				
WD1-6a	72X36	18.00						HORIZ. ARROW (SYMBOL ON PERMANENT BARRICADE)	M04-10R	48X18	6.00							DETOUR (ARROW RIGHT)	6161012		BUOYS (BOATS KEEP OUT)				
WD1-7	60X30	12.50						DOUBLE HEAD HORIZONTAL ARROW (SYMBOL)	REGULATORY SIGNS									6161013		BUOYS (NO WAKE)					
WD1-7a	72X36	18.00						DOUBLE HEAD HORIZ. ARROW (SYMBOL ON PERM. BARR.)	R1-1	48X48	13.25							STOP	6161014		SPECIAL SIGN ASSEMBLY (BOATS KEEP OUT)				
WD1-8	18X24	3.00						CHEVRON (SYMBOL)	R1-2	48TRI.	6.93	1	6.93	0	0.00	15		YIELD	6161024		CHANNELIZER (TRIM LINE) WITH LIGHT				
WD1-8a	30X36	7.50						CHEVRON (SYMBOL FOR DIVIDED HIGHWAYS)	R1-2a	36X36	9.00							TO ONCOMING TRAFFIC (PLAQUE)	6161025	340	CHANNELIZER (TRIM LINE)				
WD3-1	48X48	16.00						STOP AHEAD (SYMBOL)	R1-3P	30X12	2.50							ALL WAY (PLAQUE)	6161030	4	TYPE III MOVEABLE BARRICADE				
WD3-2	48X48	16.00	1	16.00	0	0.00	14	YIELD AHEAD (SYMBOL)	R2-1	36X48	12.00							SPEED LIMIT XX	6161031		TYPE III MOVEABLE BARRICADE WITH LIGHTS				
WD3-3	48X48	16.00						SIGNAL AHEAD (SYMBOL)	R3-1	48X48	16.00							NO RIGHT TURN (SYMBOL)	6161033		DIRECTION INDICATOR BARRICADE				
WD3-4	48X48	16.00						BE PREPARED TO STOP	R3-2	48X48	16.00							NO LEFT TURN (SYMBOL)	6161034		DIRECTION INDICATOR BARRICADE, WITH LIGHT				
WD3-5	48X48	16.00						SPEED LIMIT AHEAD	R3-3	36X36	9.00							NO TURNS	6161040		FLASHING ARROW PANEL				
WD4-1L	48X48	16.00						MERGE (SYMBOL FROM LEFT)	R3-4	48X48	16.00							NO U-TURN (SYMBOL)	6161047		TYPE III OBJECT MARKER				
WD4-1R	48X48	16.00						MERGE (SYMBOL FROM RIGHT)	R3-7L	30X30	6.25							LEFT LANE MUST TURN LEFT	6161052		WARNING LIGHT, TYPE B				
WD4-1aL	48X48	16.00						MERGE (ARROW SYMBOL)	R3-7R	30X30	6.25							RIGHT LANE MUST TURN RIGHT	6161055		SEQUENTIAL FLASHING WARNING LIGHT				
WD4-1aR	48X48	16.00						MERGE (ARROW SYMBOL)	R4-1	36X48	12.00							DO NOT PASS	6161070		TUBULAR MARKER				
WD5-1	48X48	16.00						ROAD/BRIDGE/RAMP NARROWS	R4-2	36X48	12.00							PASS WITH CARE	6161095		RADAR SPEED ADVISORY SYSTEM				
WD5-3	48X48	16.00						ONE LANE BRIDGE	R4-8a	36X48	12.00							KEEP LEFT (HORIZONTAL ARROW)	6161096		CHANGEABLE MESSAGE SIGN,				
WD5-5	48X48	16.00						NARROW LANES	R4-7a	36X48	12.00							KEEP RIGHT (HORIZONTAL ARROW)			COMMISSION FURNISHED/RETAINED				
WD6-1	48X48	16.00						DIVIDED HIGHWAY (SYMBOL)	R5-1	30X30	6.25							DO NOT ENTER	6161098A	2 **	CHANGEABLE MESSAGE SIGN W/O COMM.				
WD6-2	48X48	16.00						DIVIDED HIGHWAY END (SYMBOL)	R5-1a	36X24	6.00							WRONG WAY			INTERFACE, CONTRACTOR FURNISHED/RETAINED				
WD6-3	48X48	16.00						TWO WAY TRAFFIC (SYMBOL)	R6-1L	54X18	6.75							ONE WAY ARROW (LEFT)	6161099		CHANGEABLE MESSAGE SIGN WITH COMM.				
WD7-3a	30X24	5.00						NEXT XX MILES (PLAQUE)	R6-1R	54X18	6.75							ONE WAY ARROW (RIGHT)			INTERFACE, CONTRACTOR FURNISHED/RETAINED				
WD8-1	48X48	16.00						BUMP	R6-2L	24X30	5.00							ONE WAY (LEFT)	6162000A		WORK ZONE TRAFFIC SIGNAL SYSTEM				
WD8-2	48X48	16.00						DIP	R6-2R	24X30	5.00							ONE WAY (RIGHT)	6162002		TEMPORARY LONG-TERM RUMBLE STRIPS				
WD8-3	48X48	16.00						PAVEMENT ENDS	R9-9	24X12	2.00							SIDEWALK CLOSED	6162004		TEMPORARY SHORT-TERM RUMBLE STRIPS				
WD8-4	48X48	16.00						SOFT SHOULDER	R9-11L	24X18	3.00						SIDEWALK CLOSED AHEAD,	6173600D	575 LF	TEMPORARY TRAFFIC BARRIER					
WD8-5	48X48	16.00						SLIPPERY WHEN WET (SYMBOL)									(ARROW LEFT) CROSS HERE			CONTRACTOR FURNISHED/RETAINED					
WD8-6	48X48	16.00						TRUCK CROSSING	R9-11R	24X18	3.00							SIDEWALK CLOSED AHEAD,	6173602B		TEMPORARY TRAFFIC BARRIER				
WD8-6c	48X48	16.00						TRUCK ENTRANCE	R10-6	24X36	6.00							(ARROW RIGHT) CROSS HERE			CONTRACTOR FURNISHED/COMMISSION RETAINED				
WD8-7	36X36	9.00						LOOSE GRAVEL	R11-2	48X30	10.00							STOP HERE ON RED (45° ARROW)	6174000A	1	TEMP. TRAFFIC BARRIER HEIGHT TRANSITION				
WD8-7a	36X36	9.00						FRESH OIL/LOOSE GRAVEL	R11-3a	60X30	12.50						ROAD CLOSED	6175010A		RELOCATING TEMPORARY TRAFFIC BARRIER					
WD8-9	48X48	16.00						LOW SHOULDER									ROAD CLOSED XX MILES AHEAD			TEMPORARY TRAFFIC BARRIER					
WD8-11	48X48	16.00						UNEVEN LANES	R11-4	60X30	12.50							LOCAL TRAFFIC ONLY	6176000B		COMMISSION FURNISHED/RETAINED				
WD8-12	48X48	16.00						NO CENTER LINE	CONST-3A	60X48	20.00						ROAD CLOSED TO THRU TRAFFIC	TEMP. TRAFFIC BARRIER HEIGHT TRANSITION							
WD8-15	48X48	16.00						GROOVED PAVEMENT									FINE SIGN	6177000B		COMMISSION FURNISHED/RETAINED					
WD8-15P	30X24	5.00						MOTORCYCLE (PLAQUE)	CONST-3X	56X12	4.67									SPEEDING/PASSING (PLATE)	6208064A		TEMPORARY RAISED PAVEMENT MARKER		
WD8-17	48X48	16.00						SHOULDER DROP-OFF (SYMBOL)	MISCELLANEOUS SIGNS									9029400		TEMPORARY TRAFFIC SIGNALS					
WD8-17P	30X24	5.00						SHOULDER DROP-OFF (PLAQUE)	CONST-5	48X36	12.00							POINT OF PRESENCE	9029401		TEMPORARY TRAFFIC SIGNALS AND LIGHTING				
W10-1	42RND.	9.62						RAILROAD CROSSING	CONST-4	96X48	32.00							POINT OF PRESENCE							
WD12-1	24X24	4.00						DOUBLE DOWN ARROW (SYMBOL)	CONST-7	48X24	8.00							RATE OUR WORK ZONE							
WD12-2	48X48	16.00						LOW CLEARANCE (SYMBOL)	CONST-7	72X36	18.00							RATE OUR WORK ZONE							
WD12-2X	24X18	3.00						LOW CLEARANCE (PLAQUE)	CONST-8	48X36	12.00							WORK ZONE NO PHONE ZONE							
WD12-2a	84X24	14.00						OVERHEAD LOW CLEARANCE (FEET AND INCHES)			11.00	1	11.00	1	11.00	4		LINDBERGH NORTH DETOUR LEFT							

TRAFFIC CONTROL NOTES

- ALL WORK SHALL BE IN ACCORDANCE WITH THE CURRENT EDITION OF MISSOURI DEPARTMENT OF TRANSPORTATION STANDARD SPECIFICATIONS FOR HIGHWAY CONSTRUCTION.
- ALL TRAFFIC CONTROL SHALL FOLLOW MODOT EPG STANDARDS, INCLUDING FLAGS AND AWRS FOR ADVANCED WARNING SIGNS.
- LANE WIDTHS DURING CONSTRUCTION SHALL BE 10' MINIMUM. IF THIS WIDTH CAN NOT BE MAINTAINED TEMPORARY STRIPING SHALL BE PLACED UNTIL 10' CAN BE MAINTAINED.
- IF AN OPEN TRENCH CONDITION WILL REMAIN OPEN OVERNIGHT, "PAVEMENT EDGE TREATMENT" SHALL BE PROVIDED IN ACCORDANCE WITH MODOT STANDARD DRAWING 619.10. NO ADDITIONAL PAYMENT WILL BE MADE.
- ALL EXISTING CONFLICTING PAVEMENT MARKINGS SHALL BE REMOVED USING WATER BLASTING AND SHALL BE INCLUDED IN THE COST OF THE PAVEMENT MARKING PAY ITEM.
- NO DIRECT PAY WILL BE MADE FOR RELOCATION OF CONSTRUCTION SIGNS OR DEVICES.
- SIGN AND DEVICE LOCATION WILL BE FIELD VERIFIED AND APPROVED BY THE ENGINEER.
- CHANNELIZER SPACING SHALL BE 80 FEET MINIMUM IN BUFFER OR WORK AREAS AND 40 FEET MINIMUM FOR TAPERS.

MATCHLINE THIS SHEET



- PHASE 7 TASKS:
- CONSTRUCT TIE-IN TO SOUTHBOUND OFF RAMP.
 - REMOVE EXISTING RAMPS ON THE NORTH SIDE OF MO 340 AND PORTION OF EXISTING EASTBOUND RAMP ON THE SOUTH SIDE.
 - CONSTRUCT PROPOSED PEDESTRIAN BARRIER ON THE SOUTH SIDE OF THE OVERPASS BRIDGE.
 - REMOVE AND REPLACE BARRIER ON NORTH SIDE OF BRIDGE

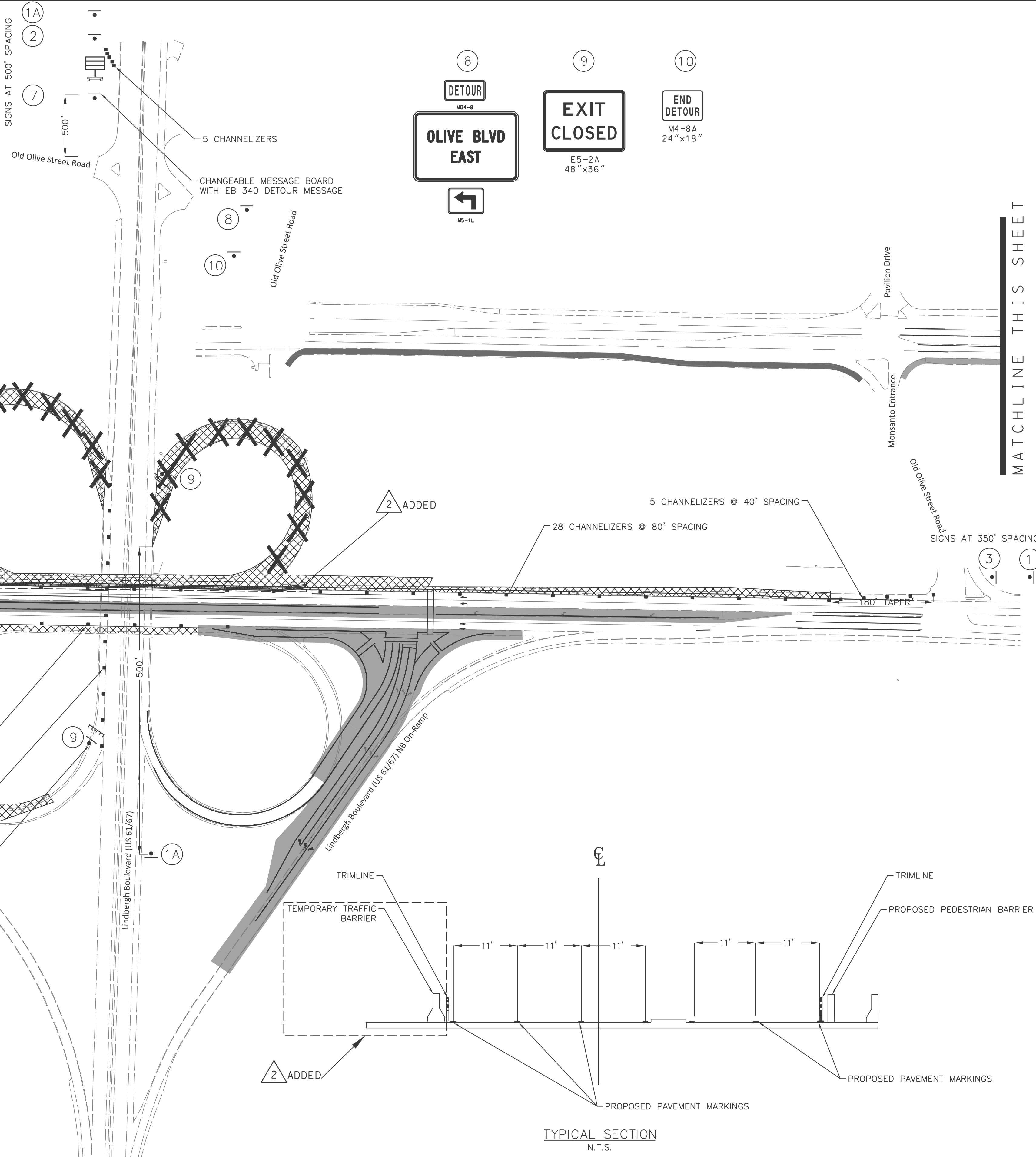
TRAFFIC CONTROL LEGEND

• SIGN (SINGLE SIDED)

■ CHANNELIZER

E BARRICADE

CHANGEABLE MESSAGE BOARD



TYPICAL SECTION
N.T.S.

TRAFFIC CONTROL PHASE 7



DATE PREPARED 6/18/2020	
ROUTE 340	STATE MO
DISTRICT SL	SHEET NO. TC009
COUNTY ST LOUIS	
JOB NO.	
CONTRACT ID.	
PROJECT NO. STP4922(604)	
BRIDGE NO.	

DATE	DESCRIPTION

MISSOURI HIGHWAYS AND TRANSPORTATION COMMISSION

105 WEST CAPITOL
JEFFERSON CITY, MO 65102
1-888-ASK-MODOT (1-888-275-6636)

MoDOT

TRANSPORTATION ENGINEERS-PLANNERS

1200 OLIVE BLVD.,
SUITE 430
ST. LOUIS, MO 63141
(314) 975-6644

LOCATIONS IN ST.
CHARLES, MO &
COLLINSVILLE, IL

MISSOURI STATE ENGINEERING CORPORATION
CERTIFICATE OF AUTHORITY #00381 - EXP DEC 31, 2020

TRAFFIC CONTROL PLAN
ROUTE 340
SHEET 9 OF 10

AGENDA
St. Louis County, Route 340 & Route 67
Job No. STP-4922(604)
Pre-bid Conference
Notes: June 16th,
2020
2:00 pm
Teams Meeting

1. WELCOME and EXPLANATION of MEETING FORMAT
2. INTRODUCTIONS
 - a. Contractors (Attended)
 - i. Gershenson Construction: Ryan Lazier
 - ii. Gerstner Electric: Chris Gerstner
 - iii. Pace Construction: Justin Rogers
 - iv. Krupp Construction: John Miener
 - b. Agencies
 - i. St. Louis Economic Development Partnership / Consultants
 - ii. City of Creve Coeur
 - iii. Missouri Department of Transportation
3. PROJECT OVERVIEW
 - a. Scope of Project
 - i. The reconstruction of the Route 340 (Olive Blvd.) and Route 67 (Lindbergh Blvd.) interchange. Two new signals will be constructed along with sidewalks, lighting, bridge modifications and drainage improvements
 - b. Completion Date - July 1, 2021
 - c. Liquidated Damages
 - d. Contract Administrative Costs -\$1,625 per day
 - e. Contractor Questions
 - i. Gershenson Q: Who is doing inspections for the job? A: Mike Brown – see section 7 below.
4. RIGHT OF WAY STATUS
 - a. No new right-of-way or easements are being acquired for the project.
 - b. Contractor Questions
 - i. None for this section
5. CONSTRUCTION STAGING
 - a. Phase 1 – The geotechnical report shows the B-1 bore taken on the SW quadrant of the interchange is expecting 2”- 6” settlement
 - b. Lane closures
 - i. As of today (6/16/20) MoDOT is not allowing daytime lane closures, only nighttime closures.
 - ii. One exception – Weekend closures allowed for tie in work on ramps
 - c. Contractor Questions
 - i. Gershenson Q: What are requirements for settlement gauges and how to monitor settlement? A: M. Brown – Will check on requirements and answer will be posted on next Addendum issued. An additional addendum will be issued.

6. UTILITY RELOCATION STATUS

- a. CenturyLink has a handhole at Sta. 237+41 76' RT that will fall within the new west connector roadway. CenturyLink installed a new cable within their spare conduit and removed the handhole. CenturyLink completed their adjustments on April 21, 2020.
 - i. CenturyLink is completed with above work.
- b. Charter - has an overhead line at Sta. 247+37 190' RT that is in conflict due to minimum height requirements for a highway. Charter will install a new underground route along the following path (stationing is approximate): Facility will riser an existing power pole at Sta. 247+62 263' RT and run east to Sta. 249+85 267' RT. There it will turn north crossing Olive Blvd. at Sta. 249+85. At Sta. 249+85 91' LT, this facility will run to the west just south of the existing right of way line to Sta. 246+40 98' LT. The last leg runs north just inside the existing right of way line from Sta. 246+40 98' LT to Sta. 246+39 365' LT. Charter anticipates completing their adjustments by the start of construction.
 - i. Anticipated start date will be 6-12-20. Their work will not be required to begin construction.
 - ii. Still waiting on permits from MoDOT to complete work
- c. MCI - has an overhead line at Sta. 247+37 190' RT that is in conflict due to minimum height requirements for a highway. MCI will install a new underground route along the following path (stationing is approximate): Facility will riser an existing power pole at Sta. 247+62 263' RT and run east to Sta. 249+85 267' RT. There it will turn north crossing Olive Blvd. at Sta. 249+85. At Sta. 249+85 91' LT, this facility will run to the west just south of the existing right of way line to Sta. 246+40 98' LT. The last leg runs north just inside the existing right of way line from Sta. 246+40 98' LT through the northern project limits. MCI plans to complete their adjustments by the start of construction.
 - i. Their work will not be required to begin construction.
 - ii. Still waiting on permits from MoDOT to complete work.

7. JOB SPECIAL PROVISIONS

- a. MoDOT standards
 - i. Review JSP for information
- b. Section D – Liquidated Damages Specific for Entrance Closures
- c. Section E – Final Payment Documents
- d. Section J - Contractor Quality Control
 - i. Contractor to hire third party testing firm
 - ii. See ITP for outline of required testing
- e. Section P – Special Drainage Structures
 - i. Shallow structure. Refer to detail in special sheets
- f. Section R – ADA Compliance and Final Acceptance of Constructed Facilities
 - i. ADA Checklist
 - ii. Coordination of Construction
 - iii. Final Acceptance
 - iv. Access/Horner & Shifrin along with MoDOT will be checking for ADA compliance per ADA checklist requirements
 - v. See JSP Section R 3.1 regarding coordination of construction

- g. Section S - Add Alternates
 - i. Note 6 add alternates for this job
- h. Section GG - Traffic Signal Maintenance and Programming
 - i. Job location is a significant corridor for MoDOT. Need to maintain operations for entire length of project limits.
- i. Section BBB – Form Liners
 - i. Can download file for form liner. Form liner needs to be approved by designer prior to use.
- j. Contractor Questions
 - i. Pace Construction Q: Is asphalt index included or not? A: M. Brown – Asphalt index is not included.

8. CONSTRUCTION REQUIREMENTS

- a. Submittal Checklist
 - i. See bid document checklist to make sure bid is compliant.
- b. Addendum 1
 - i. Already went out, correcting Bid Due Date, Completion Date and Liquidated Damages (see c, d & e below)
 - ii. Addendum 2 will be sent out soon to answer bid questions
- c. Bid Due Date – June 23, 2:00pm at SLEDP. This has been revised with the issue of Addendum 02 to June 26, 2020 at 10:00am.
- d. Completion Date
- e. DBE Goal - 14%
 - i. 14% goal is for base bid only. Add alternates are not included.
 - ii. Have all DBE documentation necessary in allotted time for bids.
- f. Quality Control (QC) Testing
 - i. Frequency
 - ii. Documentation
 - iii. MoDOT approved 3rd party tester
- g. Buy America

9. CONTRACTOR QUESTIONS

- a. No more questions.

10. Other Key Personnel

- a. Russ Klein is the be federal aid administrator for MoDOT on this project. Will coordinate with inspectors and with Chris Morgan of MoDOT construction on inspection scheduling and coordination. He is the point of contact at any time throughout the job questions.
- b. Bill Gabler – Design Liaison for MoDOT. No comments currently.
- c. Matt Wohlberg for City of Creve Coeur had no additional comments.

11. QUESTIONS RECEIVED AFTER MEETING

- a. Regarding the striping, the bid quantity on multiple striping items is much larger than the corresponding subtotal in the schedule of quantities. Is this to cover the temporary markings required during the traffic staging? I just wanted to confirm this was the intent and the temp markings are being paid for that way and not to be included in the lump sum traffic control bid item.
 - i. A: This will be covered in an additional addendum.

- b. The traffic phasing plan does not address constructing the barrier on the northern side of the bridge. What phase is this intended for and where is the temporary barrier quantity noted that would be necessary after the existing barrier is removed? Staging in the bridge plans shows what would be necessary but the quantities do not match the bid item, especially when considering all the relocation that will be necessary. I know it is supposed to be included in the temp traffic control item but to keep bidding fair and on a level playing field it should be noted that considerably more than 575 linear feet will be required if the intent is to complete both sides simultaneously as the bridge plans show while utilizing the same length of need that is shown for the southern half in the temp traffic control plans. Typically, MoDOT pays for the initial install as well as any relocation outside of the lump sum Traffic control item and I just think this could be a costly mistake on one contractor's part and also give the contractor bidding it correctly an unfair disadvantage.
 - i. A: The construction of the north side barrier would be appropriate during phase 7 of the traffic control plan. The same quantity of Temporary Traffic Barrier as the south side installation (575 LF) would be required to perform this work. Since they would not happen concurrently, that 575 LF would need to be relocated. This relocation of temporary traffic barrier quantity has been added as part of this addendum.
- c. Regarding the misc. shallow inlets, the special sheets containing the details of these structures do not contain any reinforcing details or an overview of the splash pad requirements. Is the intent for these structures to be unreinforced? If not please issue an addendum with the reinforcing details. Can you also provide dimension requirements for the splash pads? How much wider than the pipe, length down slope, etc.
 - i. A: Reinforcing will be required, and details will be provided prior to contract award. The down slope length will be the standard two feet from the flow line of the outlet pipe or from the flow line of the outlet pipe to the flowline of the ditch, which ever is less.
- d. Regarding JSP C the Work Zone Traffic Management Plan, does Section 4.2 apply to the regulation set forth in Section 3.4? Do two lanes of traffic in each direction need to remain open between 7:00PM and 6:00AM? Is it anticipated that a significant percentage of the contractor's work will require nighttime work hours? Is the requirement of two lanes of traffic open in each direction on Olive a non-negotiable?
 - i. A: The requirement in section 4.2, for two lanes remaining open at all times, will be removed in Addendum 002. All lane closures must be done at night from 7:00PM and 6:00AM.

- e. The DBE project goal will be based on the value of the contractors base bid. (i.e. base bid is 1,000,000 then the project's 14% DBE goal would be \$140,000). In this example, the contractor would not count any DBE participation included in the alternate bid items in their \$140,000 DBE participation goal at time of bid submittal. However, if an alternate(s) is awarded, then the value of the DBE participation of work performed in construction of the alternate(s) can be applied towards satisfying the 140k DBE goal at project completion. Are the above statements correct?
 - i. A: The bid items in the add alternates may not be used towards a DBE participation for the goal on the base bid. The 14% DBE goal will need to be achieved using the base bid items only.
- f. Does the sidewalk on this project have base rock under it? Typical sections seem to imply a subbase.
 - i. A: There is no base under the sidewalk.