Bidders should acknowledge receipt of Addendum 001 (ONE) by signing and including it with the original bid. The due date for receipt of bids has not changed by this Addendum; the due date is January 12, 2021 2:00 PM 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 <br> (Print or Type) | Name and Title of Authority <br> Mike Brown <br> Project Manager |
| :--- | :--- |
| Contractor/Offeror Signature | Access Enginegring, LLC |
| (Signature of person authorized to sign) | (Authoring Signature) <br> $1 / 6 / 21$ |
| Date Signed: | Date Signed: |

1) Itemized Bid Form Page 2 of 8 will replace optional pavement for mainline and ramp options.
2) JSP Provisions Table of Contents, Page 1, JSP N, pavement construction will be removed.
3) JSP Provisions Table of Contents, Page 2, JSP GGG, optional pavement will be added.
4) Typical Section Sheet 1 of 3, will revise pavement design table.
5) Summary of Quantities Sheet 1 of 4 , will add note on earthwork schedule.
6) Summary of Quantities Sheet 2 of 4 , will revise optional pavement on pavement schedule.

| Sort <br> Code | Pay Item ID | Pay Item Description | Quantity | Units | Bid Price | Bid Price <br> Extension |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Roadway |  |  |  |  |  |  |
| 0 | 2022010 | REMOVAL OF IMPROVEMENTS | 1 | L.S. |  |  |
| 10 | 2031000 | CLASS A EXCAVATION | 13254 | C.Y. |  |  |
| 20 | 2035500 | EMBANKMENT IN PLACE | 8822 | C.Y. |  |  |
| 30 | 2036000 | COMPACTING EMBANKMENT | 13254 | C.Y. |  |  |
| 40 | 2037075 | COMPACTING IN CUT | 50 | STA. |  |  |
| 50 | 2042010 | SETTLEMENT GAUGE | 2 | EACH |  |  |
| 60 | 2063000 | CLASS 3 EXCAVATION | 727 | C.Y. |  |  |
| 70 | 2063500 | CULVERT CLEANOUT | 12 | EACH |  |  |
| 80 | 3040506 | TYPE 5 AGGREGATE FOR BASE (6 IN. THICK) | 18404 | S.Y. |  |  |
| 90 | 4010150 | TYPE A2 SHOULDER | 373.5 | S.Y. |  |  |
| 100 | 4030109 | ASPHALTIC CONCRETE MIXTURE PG 70-22 (SP125CLP MIX) | 237.9 | TON |  |  |
| 110 | 4039905 | AISC. <br> \{MAINLINE PAVEMENT\} | 7226 | S.Y. |  |  |
|  |  | MISC. OPTIONAL PAVEMENT \{MAINLINE PAVEMENT\} |  |  |  |  |
| 120 | 4039905 \{1\} | AISC. \{PAMP PAVEMENT\} | 7989 | S.Y. |  |  |
|  |  | MISC. OPTIONAL PAVEMENT \{RAMP PAVEMENT\} |  |  |  |  |
| 130 | 4071005 | TACK COAT | 102 | GAL |  |  |
| 140 | 6044011 | "PIPE COLLAR, TYPE A" | 1 | EACH |  |  |
| 150 | 6081000 | CONCRETE MEDIAN | 655.1 | S.Y. |  |  |
| 160 | 6083006 | 6 IN. CONCRETE MEDIAN STRIP | 1092.9 | S.Y. |  |  |
| 170 | 6089902 | MISC. \{ISLAND TUBULAR MARKER\} | 43 | EACH |  |  |
| 180 | 6091010 | CONCRETE CURB (6IN. HEIGHT AND UNDER) TYPE S | 701 | L.F. |  |  |
| 190 | 6091052 | CURB AND GUTTER TYPE B | 4159 | L.F. |  |  |
| 200 | 6097000 | ROCK LINING | 13 | C.Y. |  |  |
| 210 | 6113010 | FURNISHING TYPE 1 ROCK BLANKET | 356 | C.Y. |  |  |
| 220 | 6113030 | PLACING TYPE 1 ROCK BLANKET | 356 | C.Y. |  |  |
| 230 | 6141023 | GRATE AND BEARING PLATE (5 FT. X 2 FT. OR 1524 MM X 610 MM) | 1 | EACH |  |  |
| 240 | 6141120 | CURVED VANE GRATE AND FRAME (2 FT. <br> X 2 FT. OR 600MM X 600MM) | 26 | EACH |  |  |
| 250 | 6143012 | "MANHOLE FRAME AND COVER, TYPE 2" | 2 | EACH |  |  |
| 260 | 6143020 | CURB INLET | 2 | EACH |  |  |
| 270 | 6169901 | MISC. <br> \{TEMPORARY TRAFFIC CONTROL (LUMP <br> SUM) \} | 1 | L.S. |  |  |
| 280 | 6169902 | MISC. <br> \{NTCIP <br> COMPLIANT CHANGEABLE MESSAGE <br> SIGN, CONTRACTOR <br> FURNISHED/RETAINED\} | 2 | EACH |  |  |
| 290 | 6171000 | "CONCRETE TRAFFIC BARRIER, TYPE A" | 20 | L.F. |  |  |
| 300 | 6173000 | "CONCRETE TRAFFIC BARRIER, TYPE C" | 628 | L.F. |  |  |
| 310 | 6181000 | MOBILIZATION | 1 | L.S. |  |  |

Bid Form

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|  | ACCESS ENGINEERING, LLC <br> 11820 Tesson Ferry Road <br> St. Louis, MO 63128 <br> Certificate of Authority: 2000172588 <br> Consultant Phone:314.849.8445 |
| :---: | :---: |
|  | If a seal is present on this sheet, JSP's have been electronically sealed and dated. |
|  | JOB NO. STP 4922(604) St. Louis County, MO Date Prepared: 1/6/2021 |
|  | ADDENDUM DATE: 01/05/2021 |

Only the following items of the Job Special Provisions (Roadway) are authenticated by this seal: A-S, EEE-GGG
1.0 Description. This work shall consist of a pavement-cemposed of either ramp pavement or mainline pavement on a prepared subgrade. This work shall be performed in accerdance with the-standard-specifications and as shown on the plans.
20. The quantities shown reflect the total square yards of pavement surface designated for each pavement type as computed and shown on the plans.
2.1 No-additional payment will be made for asphaltic cencrete mix quantities to censtruct the required $1: 1$ slope along the-edge of the pavement, prime-liquids-or for tack applied between lifts of asphalt
22. No-additional payment will be made for aggregate base quantities outside the limits of the final-sufface-area-as-computed and shown on the plans. When A2 shoulders are-specified, payment for aggregate base will be-as shown on the plans.

23- The grading shown on the plans was designed for each pavement (ramp or mainline),
204 The contracter shall comply with Sections 401 through 403 for the asphalt
3.0-Methed- of Measurement. The quantities of asphaltic cencrete pavement will be measured in accordance with Section 403.22
4.0 Basis-of Payment. The accepted quantity of the chosen option will be paid for by the sentract unit bid price for ltems:

| Lem No. | Unit | Description |
| :--- | :--- | :--- |
| 403-90.05 | Seture Yarel | Mainline Pavement |
| 403-99.05 | Square Yard | Ramp Pavement |

O. NTCIP Compliant Changeable Message Sign (Contractor Furnished and Retained)
1.0 Description. All solar powered changeable message signs, hereinafter referred to as a CMS, shall be in accordance with these specifications.
2.0 Material. Each CMS shall consist of an all LED (light emitting diode) matrix message board, solar/battery power supply and a user-operated interface, as specified, all mounted on a heavy duty, towable trailer.
2.1 Each CMS shall be either Full Matrix or Character Matrix, and have the following minimum characteristics:
(a) Full Matrix - Each CMS shall be the Full Matrix type with the capability of providing one, two, and three lines of individual changeable characters with minimum heights of 52 (1300), 28 (700), and 18 (450) inches (mm), respectively. Full Matrix signs shall be capable of both static and dynamic graphics, and full display sized messages.
and seeding will be approved by the Engineer.
3.0 Method of Measurement. No measurement will be made.
4.0 Basis of Payment. All work required to obliterate pavement, grade and cover will be included in the item Removal of Improvements. Seeding will be paid for at its unit price.

| Item No. | Unit | Description |
| :--- | :--- | :--- |
| $202-20.10$ | Lump Sum | Removal of Improvements |

## GGG. Optional Pavements

1.0 Description. This work shall consist of a pavement composed of either Portland cement concrete or asphaltic concrete constructed on a prepared subgrade. This work shall be performed in accordance with the standard specifications and as shown on the plans or established by the engineer.
2.0 The quantities shown reflect the total square yards of pavement surface designated for each pavement type as computed and shown on the plans.
2.1 No additional payment will be made for asphaltic concrete mix quantities to construct the required 1:1 slope along the edge of the pavement, or for tack applied between lifts of asphalt.
2.2 No additional payment will be made for aggregate base quantities outside the limits of the final surface area as computed and shown on the plans. When A2 shoulders are specified, payment for aggregate base will be as shown on the plans.
2.3 The grading shown on the plans was designed for the thicker pavement option. For projects with grading in the contract, there will be no adjustment of the earthwork quantities due to adjusting the roadway subgrade for optional pavements.

### 2.4 The contractor shall comply with Sections 401 through 403 for the asphalt option and Sections 501 and 502 for the concrete option.

2.5 Pavement options composed of Portland cement concrete shall have contrast pavement marking for intermittent markings (skips), dotted lines, and solid intersection lane lines. The pavement markings shall be in accordance with Section 620. No additional payment will be made for the contrast pavement markings.
3.0 Method of Measurement. The quantities of concrete pavement will be measured in accordance with Section 502.14. The quantities of asphaltic concrete pavement will be measured in accordance with Section 403.22.
4.0 Basis of Payment. The accepted quantity of the chosen option will be paid for by the contract unit bid price for Items:

| Item No. | Unit | Description |
| :--- | :--- | :--- |
| $403-99.05$ | Square Yard | Misc. Optional Pavement (Mainline Pavement) |
| $403-99.05\{1\}$ | Square Yard | Misc. Optional Pavement (Ramp Pavement) |






| ${ }_{\text {PLAN }}^{\text {SHEET }}$ | CULVER $\underset{\substack{\text { SECTION } \\ \text { SHEET }}}{\substack{\text { nen }}}$ |  |  |  |  | group A |  |  |  | PRECASTCONREREMANHOLE 48" | MANHOLEFRAME ANDCOVER | ( ${ }_{\text {drop MLET }}^{\text {det }}$ | PRECASTCONCRETEDROP INLET ${ }^{2 \times 2}$ | $\begin{aligned} & \text { PRECAST } \\ & \text { CONRERTE } \\ & \text { DROP NLET } \end{aligned}$$5{ }^{\prime} \times 2$ |  | CURVED VANEGRATE AND FRAME | $\begin{array}{\|c\|} \text { GRATE AND } \\ \text { BEARING PLATE } \\ \left(5^{\prime} \times 2^{\prime}\right) \end{array}$ | Curb Ilet | FLLARED end sections |  | ${ }_{\substack{\text { Class } \\ \text { EXC. }}}$ | Rock | ${ }_{\substack{\text { SPLASH } \\ \text { PAD }}}$ | REMRRKS |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  |  |  |  |  | 12 N | 151 N | 211 N |  |  |  |  |  |  |  |  |  |  | ${ }^{12} \mathrm{~N}$ | ${ }^{211}$ |  |  |  |  |
|  |  | 10 | Station | OFFSET | LOCATION | LF | LF | LF | EA | LF | EA | EA | LF | LF | ${ }^{\text {LF }}$ | EA | EA | EA | EA | EA | cuyd | curo | EA |  |
| 2 |  | 7 A | 22968 | 35.57 RT | OLVE |  |  |  |  |  |  | 1 |  |  |  | 1 |  |  |  |  | 2 |  | 1 |  |
| ${ }_{2}^{2}$ |  | ${ }_{9}^{8 A}$ | ${ }_{2}^{233+85}$ |  | OLVE |  |  |  |  |  |  | 1 |  |  |  | 1 |  |  |  |  | $\stackrel{2}{2}$ |  | $\frac{1}{1}$ |  |
| ${ }_{2}^{2}$ |  | ${ }_{1}^{9 A}$ | ${ }_{241+25}^{2484}$ | 39.50' ${ }^{\text {RT }}$ | OLVE |  |  |  |  |  |  | 1 |  |  |  | 1 |  |  |  |  | $\stackrel{1}{1}$ |  | 1 |  |
| $\stackrel{2}{2}$ |  | ${ }_{2}^{264}$ | ${ }^{237+28}$ | ${ }^{49.50}{ }^{\text {co }}$ | OLVE |  |  |  |  |  |  | 1 |  |  |  | 1 |  |  |  |  | 3 |  | 1 |  |
| $\stackrel{2}{2}$ |  | ${ }_{28}^{28}$ | ${ }_{241+25}^{2345}$ | ${ }_{34,73^{4} \text { LT }}$ | OLNE |  |  |  |  |  |  | 1 |  |  |  | 1 |  |  |  |  | ${ }^{3}$ |  |  |  |
| 2 |  | ${ }_{1}^{29 A}$ | ${ }_{\text {2 }}^{24+25}$ |  | $\xrightarrow[\text { OLVE }]{\text { RAMPWEST }}$ |  |  |  |  |  |  | 1 |  |  |  | 1 |  |  |  |  | 1 3 |  | 1 |  |
| 2 | csoor | ${ }^{108}$ | ${ }_{7+23}$ |  | ${ }^{\text {RRAMPDESTST }}$ | ${ }_{4} 15$ |  |  |  |  |  |  | $\frac{4}{12}$ |  |  | 1 |  |  |  |  | 3 |  |  |  |
| 2 | Cs501 |  | $6+75$ | $105.16{ }^{\text {R }}$ RT | RAMPWEST |  |  |  |  |  |  |  |  |  |  |  |  |  | 1 |  |  | 2 |  |  |
| $\stackrel{2}{2}$ | ${ }_{\text {Cs5001 }}$ | ${ }_{11 \mathrm{~A}}^{11 \mathrm{~B}}$ |  |  | RAAPPEST RAMWWEST | ${ }^{87}$ |  |  |  |  |  |  | 7 |  |  | 1 |  |  | 1 |  | 1 | 2 |  |  |
| 2 | ${ }_{\text {cssol }}$ Cs001 | ${ }^{34 A}$ | ${ }_{\text {cher }}^{5+85}$ |  | ${ }^{\text {RAMPPWEST }}$ |  | ${ }_{4}^{43}$ |  |  |  |  |  |  |  | 10 |  |  | 1 |  |  | 51 |  |  |  |
| 2 | ${ }_{\text {cs5001 }}$ | ${ }_{34 \mathrm{C}}^{34}$ | ${ }_{\text {cose }}^{6+5}$ |  | RAAPPUEST RAMWWEST |  |  |  | 1 |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| $\stackrel{3}{3}^{+}$ |  | ${ }_{1}^{13 A}$ | ${ }^{2445+33}$ |  | OLME |  |  |  |  |  |  | 1 |  |  |  | 1 |  |  |  |  | 2 |  | 1 |  |
| ${ }^{3}$ |  | ${ }^{174}$ | ${ }_{\text {251+00 }}^{24}$ |  | OLNE |  |  |  |  |  |  | 1 |  |  |  | 1 |  |  |  |  | 5 |  | 1 |  |
| $\begin{array}{r}3 \\ +3 \\ \hline\end{array}$ |  | 18 A 19 | ${ }_{253+05}^{25+10}$ |  | OLLE |  |  |  |  |  |  | 1 |  |  |  | 1 |  |  |  |  | ${ }_{2}^{2}$ |  | 1 |  |
| 3 <br> 3 |  | ${ }_{30}^{20 A}$ | ${ }_{\text {25405 }}^{254}$ |  | OLIVE |  |  |  |  |  |  | 1 |  |  |  | 1 |  |  |  |  | 2 |  | 1 |  |
| ${ }_{3}^{3}$ |  | ${ }_{3}^{30}{ }_{3}$ | ${ }_{2}^{2446+35}$ | ${ }_{\text {36, }}{ }^{36.150} \mathrm{LT}$ | OLVE |  |  |  |  |  |  | 1 |  |  |  | 1 |  |  |  |  | ${ }_{3}$ |  | $\stackrel{1}{1}$ |  |
| ${ }_{-3}$ | ${ }^{\text {csoon }}$ | ${ }_{1}^{15 A}$ |  | ${ }^{34.377^{\text {a }} \text { RT }}$ | ${ }_{\text {RAAM E }}$ | ${ }^{155}$ |  |  |  |  |  |  | ${ }_{1} 7$ |  |  | 1 |  |  |  |  | ${ }_{43}$ |  |  |  |
| ${ }_{3}^{3}$ | ${ }_{\text {Cs503 }}$ | ${ }_{1}^{158}$ | ${ }_{9+36}^{11+16}$ | ${ }^{1214983^{\text {LT }} \text { LT }}$ | ${ }_{\text {RAAMP E }}^{\text {RA }}$ |  |  |  |  |  |  |  |  |  |  |  |  |  | 1 |  |  | 2 |  |  |
| 3 <br> 3 <br> 3 | ${ }_{\text {csson }}$ | ${ }_{\text {16A }}^{168}$ | ${ }^{8+45}$ | ${ }^{44.06}$ | ${ }_{\text {RAAMP E }}$ | ${ }^{59}$ |  |  |  |  |  |  |  | 8 |  |  | 1 |  |  |  | ${ }^{65}$ |  |  |  |
| ${ }^{3}$ | ${ }^{\text {cs5022 }}$ | ${ }_{\text {33A }}^{168}$ | ${ }_{\substack{8+28}}^{8+28}$ | ${ }^{26622}$ | ${ }_{\text {RAMP }}^{\text {RAPE }}$ |  |  | 69 |  |  |  |  |  |  | 6 |  |  | 1 | 1 |  | 51 | 2 |  |  |
| ${ }_{3}^{3}$ | ${ }_{\text {cs502 }}$ | ${ }^{338}$ |  |  | ${ }_{\text {RAMP E }}^{\text {OLNE }}$ |  |  |  |  |  |  |  |  |  |  |  |  |  | 1 | 1 | 77 | 3 |  |  |
| ${ }^{3}$ | ${ }_{\text {csoos }}$ | ${ }_{328} 3$ | ${ }^{247+57}$ | ${ }_{50.822}$ | OLNE | ${ }^{90} 10$ |  |  |  | 7 | 1 |  |  |  |  |  |  |  |  |  |  |  |  |  |
| 3 4 4 | C5003 | ${ }_{23 \text { 2 }}^{3}$ | ${ }_{\text {246 }}^{24+50}$ | ${ }_{\substack{\text { 82764 } \\ 3744 \\ \text { RT }}}^{\text {RT }}$ | OLLE |  |  |  |  |  |  | 1 |  |  |  | 1 |  |  | 1 |  |  | 2 | 1 |  |
| 4 |  | ${ }_{2}^{22 A}$ | ${ }_{\text {250+ }}^{259}$ | ${ }^{43.48^{\circ}}{ }^{\text {RTPT }}$ | OLVE |  |  |  |  |  |  | 1 |  |  |  | 1 |  |  |  |  | 2 |  | 1 |  |
| 4 |  | ${ }_{24}^{24}$ | $284+00$ | ${ }^{\text {47, } 64}$ RT | OLINE |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  | ${ }_{2}$ |  |  |  |
| 4 |  | 25 A | $286+80$ | ${ }^{4.03^{\prime} \mathrm{RT}}$ | OLLE | 824 | 68 | 69 | 1 | 24 | 2 | 1 | 43 | 8 | 16 | 1 | 1 | 2 |  | 1 | $\stackrel{2}{2}$ | 13 | 1 |  |



