

CITY OF SAINT LOUIS

DEPARTMENT OF THE PRESIDENT, BOARD OF PUBLIC SERVICE

ADDENDUM NO. 1

TO

PLANS AND SPECIFICATIONS

FOR

NORTH JEFFERSON / PARNELL CORRIDOR PROJECT

ST. LOUIS, MISSOURI

DATE: **6/7/22**

LETTING NUMBER: **8745**

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

Receipt of this addendum must be acknowledged on Bid Express.

ADDENDUM TO THE JOB SPECIAL PROVISIONS

- **Replace** JSP-F for "Contract Liquidated Damages" in its entirety with the revised JSP-F that is attached to this addendum.
- **Delete** JSP-I for "Signal Equipment Ordering - Notice to Proceed" in its entirety from the contract.
- **Replace** JSP-J for "Work Zone Traffic Management Plan" in its entirety with the revised JSP-J that is attached to this addendum.
- **Replace** JSP-R for "Utilities" in its entirety with the revised JSP-R that is attached to this addendum.
- **Replace** JSP-SSS for "Wireless Detection System" in its entirety with the revised JSP-SSS that is attached to this addendum.
- **Replace** JSP-MMMM for "Full Depth Pavement Repair" in its

entirety with the revised JSP-MMMM that is attached to this addendum.

ADDENDUM TO THE ITEMIZED BID FORM

N/A

ADDENDUM TO DRAWINGS

- N/A

SUBMITTED QUESTIONS AND ANSWERS

Q: Are removals for full depth pavement repairs incidental to the unit price of the line item or included in the line item for removals?

A: Removals are incidental to the unit cost of full depth pavement repairs. Please see the revised "JSP MMMM Full Depth Pavement Repairs" included in this addendum for additional details.

Q: Will the Water Department bill the contractor for any work they perform related to the fire hydrants?

A: No. The contractor will not receive an invoice for any work performed by the Water Department. The Board of Public Service will reimburse the Water Department directly for all of their costs associated with this project.

Q: Will the contractor be charged by MSD for construction permits?

A: Yes. Contractors will be charged **\$27,400.80** by MSD for the construction permits. There will be no direct reimbursement for this cost, the price of which shall be incidental to contract.

Q: Is there a Neenah product number for the cast iron truncated domes.

A: No. The City did not acquire a Public Interest Finding for a specific model/manufacturer. Any product that meets the requirements of the JSP and is Buy America compliant may be installed.

In addition, a picture of an example cast iron truncated dome is shown below for further assistance in understanding what the project intent is regarding color and look.



END OF ADDENDUM NO. 1

Attachments:

- Revised JSP-F Contract Liquidated Damages (1 page)
- Revised JSP-J Work Zone Traffic Management Plan – latest version (4 pages)
- Revised JSP-R Utilities – latest version / contact updates (11 pages)
- Revised JSP-SSS Wireless Detection System & Network Monitoring Equipment (2 pages)
- Revised JSP-MMMM Full Depth Pavement Repair (1 page)
- Pre-bid meeting minutes (2 pages)
- Special Notice to Contractors (1 page)

F. 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 City.

2.0 Period of Performance. Prosecution of work is expected to begin on the notice to proceed date and 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.

Contract Completion Date

November 15, 2024

2.1 Calendar Days. The count of calendar days will begin on the date the contractor starts any construction operations on the project.

Job Number	Calendar Days	Daily Road User Cost
CMAQ-5617(602)	N/A	\$3,200
STP-5617(603)		
BUILD-5417(606)		

3.0 Liquidated Damages for Contract Administrative Costs. Should the contractor fail to complete the work on or before the completion date specified in Section 2.0, or within the number of calendar days specified in Section 2.1, whichever occurs first, the contractor will be charged contract administrative liquidated damages in accordance with Sec 108.8 in the amount of **\$3,000** per calendar day for each calendar day, or partial day thereof, that the work is not fully completed. For projects in combination, these damages will be charged in full for failure to complete one or more projects within the above specified completion date or calendar days.

4.0 Liquidated Damages for Road User Costs. Should the contractor fail to complete the work on or before the completion date specified in Section 2.0, or within the number of calendar days specified in Section 2.1, whichever occurs first, the contractor will be charged road user costs in accordance with Sec 108.8 in the amount specified in Section 2.1 for each calendar day, or partial day thereof, that the work is not fully completed. These damages are in addition to the contract administrative damages and any other damages as specified elsewhere in this contract.

J. WORK ZONE TRAFFIC MANAGEMENT PLAN JSP-02-06A

1.0 Description. Work zone traffic management shall be in accordance with applicable portions of Division 100 and Division 600 of the Standard Specifications, and specifically as follows.

1.1 Maintaining Work Zones and Work Zone Reviews. The Work Zone Specialist (WZS) shall maintain work zones in accordance with Section 616.3.3 and as further stated herein. The WZS shall coordinate and implement any changes approved by the engineer. The WZS shall ensure all traffic control devices are maintained in accordance with Section 616, the work zone is operated within the hours specified by the engineer, and will not deviate from the specified hours without prior approval of the engineer. The WZS is responsible to manage work zone delay in accordance with these project provisions. When requested by the engineer, the WZS shall submit a weekly report that includes a review of work zone operations for the week. The report shall identify any problems encountered and corrective actions taken. Work zones are subject to unannounced inspections by the engineer and other departmental staff to corroborate the validity of the WZS's review and may require immediate corrective measures and/or additional work zone monitoring.

1.2 Work Zone Deficiencies. Failure to make corrections on time may result in the engineer suspending work. The suspension will be non-excusable and non-compensable regardless if road user costs are being charged for closures.

2.0 Traffic Management Schedule.

2.1 Traffic management schedules shall be submitted to the engineer for review prior to the start of work and prior to any revisions to the traffic management schedule. The traffic management schedule shall include the proposed traffic control measures, the hours traffic control will be in place, and work hours.

2.2 The traffic management schedule shall conform to the limitations specified in Section 616 regarding lane closures, traffic shifts, road closures and other width, height and weight restrictions.

2.3 The engineer shall be notified as soon as practical of any postponement due to weather, material or other circumstances.

2.4 In order to ensure minimal traffic interference, the contractor shall schedule lane closures for the absolute minimum amount of time required to complete the work. Lanes shall not be closed until material is available for continuous construction and the contractor is prepared to diligently pursue the work until the closed lane is opened to traffic.

2.5 Traffic Congestion. The contractor shall, upon approval of the engineer, take proactive measures to reduce traffic congestion in the work zone. The contractor shall immediately implement appropriate mitigation strategies whenever traffic congestion reaches an excess of **15 minutes** to prevent congestion from escalating beyond this delay threshold. If disruption of the traffic flow occurs and traffic is backed up in queues equal to or greater than the delay time threshold listed above then the contractor shall immediately review the construction operations which contributed directly to disruption of the traffic flow and make adjustments to the operations

to prevent the queues from reoccurring. Traffic delays may be monitored by physical presence on site or by utilizing real-time travel data through the work zone that generate text and/or email notifications where available. The engineer monitoring the work zone may also notify the contractor of delays that require prompt mitigation. The contractor may work with the engineer to determine what other alternative solutions or time periods would be acceptable.

2.5.1 Traffic Safety.

2.5.1.1 Recurring Congestion. Where traffic queues routinely extend to within 1000 feet of the ROAD WORK AHEAD, or similar, sign on a divided highway or to within 500 feet of the ROAD WORK AHEAD, or similar, sign on an undivided highway, the contractor shall extend the advance warning area, as approved by the engineer.

2.5.1.2 Non-Recurring Congestion. When traffic queues extend to within 1000 feet of the ROAD WORK AHEAD, or similar, sign on a divided highway or to within 500 feet of the ROAD WORK AHEAD, or similar, sign on an undivided highway infrequently, the contractor shall deploy a means of providing advance warning of the traffic congestion, as approved by the engineer. The warning location shall be no less than 1000 feet and no more than 0.5 mile in advance of the end of the traffic queue on divided highways and no less than 500 feet and no more than 0.5 mile in advance of the end of the traffic queue on undivided highways.

2.6 Transportation Management Plan. The contractor Work Zone Specialist (WZS) shall review the Transportation Management Plan (TMP), found as an electronic deliverable on MoDOT's Online Plans Room and discuss the TMP with the engineer during the preconstruction conference. Throughout the construction project, the WZS is responsible for updating any changes or modifications to the TMP and getting those changes approved by the engineer a minimum of two weeks in advance of implementation. The WZS shall participate in the post construction conference and provide recommendations on how future TMPs can be improved.

3.0 Work Hour Restrictions.

3.1 Except for emergency work, as determined by the engineer, and long-term lane closures required by project phasing, all lanes shall be scheduled to be open to traffic on Sundays, special events, and during the six (6) major holiday periods shown below, from 12:00 noon on the last working day preceding the holiday until 6:00 a.m. on the first working day subsequent to the holiday unless otherwise approved by the engineer.

Memorial Day
Independence Day
Labor Day
Thanksgiving
Christmas
New Year's Day

3.2 Nighttime Hours. The Contractor may perform construction operations during nighttime hours. The Contractor shall provide the lighting and take precautions to protect the workmen and work from harm. No direct payment will be made for any additional cost resulting from construction operations during night hours.

3.3 Daytime Restrictions. The contractor shall be aware that traffic data indicates construction operations on the roadbed between the hours of 5:00 a.m. and 7:00 p.m. Monday through Friday will likely result in traffic queues greater than 20 minutes. Based on this data the contractor's operations will be restricted to be off the active roadbed and outside the roadway's clear zone, unless it can be successfully demonstrated that their operations can be performed without a 20-minute traffic queue. It shall be the engineer's responsibility to determine if the above work hours are modified.

3.3.1 Non-Resurfacing Work and Resurfacing Available Work Hours.

Non-resurfacing Work:

Jefferson/Parnell Corridor:

All day (Monday thru Friday and Saturday)
Sundays excluded

Resurfacing Work:

Jefferson/Parnell Corridor

9:00 a.m. – 3:00 p.m. (Monday – Friday)
7:00 p.m. – 5:00 a.m. (Monday – Friday)
All day (Saturday)
Sundays excluded

3.4 Any work outside of normal working hours shall be requested in writing and approved by the City prior to commencing work.

4.0 Detours and Lane Closures.

4.1 When a changeable message sign (CMS) is provided, the contractor shall use the CMS to notify motorists of future traffic disruption and possible traffic delays one week before traffic is shifted to a detour or prior to lane closures. The CMS shall be installed at a location as approved or directed by the engineer. If a CMS with Communication Interface is required, then the CMS shall be capable of communication prior to installation on right of way. All messages planned for use in the work zone shall be approved and authorized by the engineer or its designee prior to deployment. When permanent dynamic message signs (DMS) owned and operated by MoDOT are located near the project, they may also be used to provide warning and information for the work zone. Permanent DMS shall be operated by the TMC, and any messages planned for use on DMS shall be approved and authorized by the TMC at least 72 hours in advance of the work.

4.2 At least one lane of traffic in each direction of Jefferson Avenue and Parnell Street shall be maintained at all times, including a left turn and/or bidirectional lane as suggested in the traffic control typical section details shown on the plans. Exceptions are 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.

4.3 The timing of improvements to the Market Street and Jefferson Avenue Intersection that will require a change in the intersection's lane configuration shall be coordinated and approved with engineer.

4.4 New paved approaches being constructed shall be constructed half at a time so that existing access is maintained at all times. Some paved approaches are specified as high early strength concrete. When necessary, the contractor and engineer shall coordinate with one another to adjust the suggested locations shown in the quantity schedule.

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. All authorized changes in the traffic control plan shall be provided for as specified in Section 616.

R. UTILITIES JSP-93-26F

1.0 For informational purposes only, the following is a list of names, addresses, and telephone numbers of the known utility companies in the area of the construction work for this improvement:

<u>Utility Name</u>	<u>Known Required Adjustment</u>	<u>Type</u> (utility notation on plans)
Ameren-MO (Distribution - Overhead) Bobby Dale Telephone: (314) 992-9803 Email: bdale@ameren.com	Yes See 3.0	Electric “OE”
Ameren-MO (Distribution - Underground) Tyler Clarke Telephone: (314) 554-2633 Email: TClarke@ameren.com		“UG3”
Charter Communications(Spectrum) Matt Butler Telephone: 314.365.2141 Email: matt.butler@charter.com	No See 4.0	Communications “UTV”
AT&T Distribution Tonya Wells (west side of Jefferson) Telephone: 636.448.9607 Email: Tw2745@att.com	Yes See 5.0	Communications “FO4”
AT&T Distribution Cheryl Gissler (east side of Jefferson) Telephone: 636.479-0055 Email: CB1969@att.com		
City of St. Louis Water Division Mark Nankivil Telephone: 314.633.9034 Email: mnankivil@stlwater.com	Yes See 6.0 Some Work Included in Contract	Water “W” “AW” for abandoned Water
City of St. Louis Traffic Division Justin DeCarlo- (Lighting-Signals-Fiber) Telephone: 314.803.0248 E mail: decarloj@stlouis-mo.gov	Yes See 7.0 Work Included in Contract	Lighting-Signals and Fiber Lighting “UE1” Signals “UE2” Secondary -signals “UE3” Fiber “FO1”

Metropolitan Sewer District Yusef Rahaman Telephone: 314.768.6315 Email: yrahaman@stlmsd.com	Yes See 8.0 Work Included in Contract	Sewer 21MSD-0013D
Spire Energy Nick Eggert Telephone: 314.330.5720 Email: Nicholas.Eggert@spireenergy.com	Yes See 9.0	Gas "G"
CenturyLink-National (Lumen- Old LightCore fiber) Rich Obremski Telephone: 314.378.9931 Email: Richard.Obremski@lumen.com	No See 10.0	Communication "FO7"
Level 3 (CenturyLink/Lumen) Rich Obremski Telephone: 314.378.9931 Email: Richard.Obremski@lumen.com	No See 11.0	Communication "FO3"
CenturyLink Rich Obremski Telephone: 314.378.9931 Email: Richard.Obremski@lumen.com	Yes See 12.0	Communication "FO6"
AT&T-t Lenny Vohs Telephone: 816.275.4014 Email: lv2121@att.com	Yes See 13.0	Communication "FO5"
AT&T (Local Network System – LNS) Also known as TCG (Telecom Communications Group) Ed Yoder Telephone: 317.627.4153 Email: dyoder@congruex.com	Yes See 14.0	Communication "FO5A"
Bluebird Network Terry Harrison Telephone: 314.737.3343 Email: Terry.Harrison@bluebirdnetwork.com	No See 15.0	Communications "FO9"

MoDOT Ron Mize Telephone: 314.565.6727 Email: ronald.mize@modot.mo.gov	No See 16.0	Signals (MLK signal) "UE4"
Verizon(MCI) Domenic Nicastro Telephone: 636.459.1600 Email: Domenic.Nicastro@verizon.com	Yes See 17.0	Communication "FO2"
Everstream Solutions (includes American Fiber Communication duct bank) Steve Massmann Telephone: (314) 380-8462 Email: smassmann@everstream.net	No See 18.0	Communications "FO11"
SLU (Saint Louis University) Kevin Proot Telephone: (314) 575-9217 Email: kevin.proot@health.slu.edu	No See 19.0	Communications "FO10"
Windstream Hugh Carroll Telephone: 314.614.8364 Email: Hugh.Carroll@windstream.com	No See 20.0	Communications "FO8"

1.1 The existence and approximate location of utility facilities known to exist, as shown on the plans, are based upon the best information available to the City/BPS at this time. This information is provided by the City/BPS "as-is" and the City/BPS expressly disclaims any representation or warranty as to the completeness, accuracy, or suitability of the information for any use. Reliance upon this information is done at the risk and peril of the user, and the City/BPS shall not be liable for any damages that may arise from any error in the information. It is, therefore, the responsibility of the contractor to verify the above listing information indicating existence, location and status of any facility. Such verification includes direct contact with the listed utilities.

2.0 Project Specific Provisions: The Contractor shall be aware there are numerous utilities present along the routes in this contract. The locations listed below are not to be considered all inclusive. Note: duct banks electric and communication are shaded on the plans to show potential duct bank widths. Since there are so many different electric and communication lines in the project limits a special line style legend is used on the plans denoting the different power lines and communication cables in the project limits.

3.0 Ameren-Missouri (Overhead)- Bobby Dale (utility plans legend OE)

3.1 Ameren advised they have five (5) aerial/overhead crossings of Jefferson Ave. in the city alleys from St Louis Ave to Natural Bridge Avenue, as shown on sheet 22 thru 26 of 26 drainage/utility plans. Ameren also advised they have existing dead-ended poles (no aerial crossings) in most of the city alleys of the project limits, south of St Louis Avenue, as shown on sheets 4 of 26 to 22 of 26 drainage/utility plans. Ameren advised no conflicts are anticipated with any of Ameren's aerial/overhead facilities.

3.2 NEW ELECTRIC SERVICE: Ameren will need to install a new secondary service for the proposed Jefferson/Warren traffic signal (**Ameren Premise # 061106420**). The contractor will not need a new service connection for the proposed Jefferson/Old Stoddard Street "Hawk" signal. The contractor will use the existing power supply in place. The contractor will also UIP all the other existing meters for the remaining proposed traffic signal work.

3.3 Ameren-Missouri (Underground)- Tyler Clark (utility plans legend UE3)

3.3.1 Ameren advised they have several existing underground electric duct banks along Jefferson & along side streets from Market to Howard Street and an existing duct bank is also located along Jefferson between Sullivan and Herbert, as shown on sheets 1 of 26 thru 16 of 26, sheet 24, 25 of 26 of the drainage/utility plans.

3.3.2 Ameren will have several MH adjustments in the project limits at the following locations:

- On Jefferson across from Thomas St. (behind proposed curb) sh.14 of 26 (utility/ drainage plan)
- On Jefferson across from Sullivan St. (in proposed island),sh. 24 of 26 (utility/drainage plan)
- On Jefferson across from Herbert St. (in proposed island),sh. 25 of 26 (utility/drainage plan)

Ameren advised they need four (4) weeks advanced notice from the road contractor in order to mobilize their contractor on site to adjust to grade Ameren manholes.

3.4 Ameren has three locations where Ameren's UG facilities that appear to be located in close proximity to proposed drainage at the following locations:

- At a concrete approach of an existing alley north of Olive St. 12" RCP between EX MH and C7, as shown on sheet 4 of 26 drainage/utility plans.
- At existing alley, north of Cass Ave between M38 and C46, as shown on sheet 16 of 26 drainage/utility plans.
- In the middle of Jefferson at Sullivan Street adjacent to EX MH being replaced , as shown on sheet 24 of 26 drainage/utiity plans

Contractor shall pot hole Ameren's duct bank at all three locations as a first order of work, per two JSP's: "Contractor Verification of Signal Base Locations and Drainage Structures and Storm Pipes" and "Utility Potholing". Contractor shall be paid for Utility Pot Holing per lump Sum unit item 902.99.01. This work is necessary in order to verify if an Ameren's underground conflict exists at each location.

Ameren advised if the contractor is unable to construct the proposed storm drainage with the proposed storm design or minor changes in design, then Ameren will need 60 days to draw up a job and 30 days to bid out the work and three (3) weeks per location to relocate the UG electric lines.

4.0 Charter Communications (Spectrum) – Matt Butler (utility plans legend UTV)

4.1 Charter advised they have two locations with facilities in the project limits.

- Alley north of Olive – UG cable crossing Jefferson from existing alley is located in close proximity to 12" proposed storm pipe from MH EX to C7. (Sheet 4 of 26 utility/drainage sheets). Charter advised the cable is not in conflict with proposed drainage.
- South side of Cass & west side of Jefferson (sheet 15 & 16 of 26 utility/drainage sheets). Charter advised the cable is not in conflict with the proposed work.

5.0 AT&T-distribution (AT&T wire center on west side of Jefferson – Tonya Wells (utility plans legend FO4)

5.1 AT&T-d advised they have facilities along the west side of Jefferson Ave from the south side of Cass Ave to just south of North Market, as shown on sheet 15 of 26 thru sheet 18 of 26 drainage utility plans. The cable also runs east on Cass Ave. AT&T-d's existing cable is located in close proximity to proposed storm structure: C46, C51, C52 C56, C58 and C61. AT&T-d advised they need eight (8) weeks advanced notice from the contractor to shift their fiber cable if it needs shifting to construct the proposed storm manholes. ADB will perform the work for AT&T-d if the cable is in conflict.

5.2 AT&T-distribution (AT&T wire center on east side of Jefferson – Cheryl Gissler (utility plans end FO4)

5.3 AT&T-d advised they have facilities along Market Ave (north side) and then facilities run on the east side of Jefferson to Chestnut Street, as shown on sheet 1 & 2 of 26 drainage/utility plans. AT&T-d advised they do not anticipate conflicts with these facilities.

5.4 AT&T-d advised they have facilities along the south side of Pine Street, as shown on sheet 3 of 26 drainage/utilities plans. AT&T-d advised they do not anticipate conflicts with these facilities.

5.5 AT&T-d advised they have facilities close to the center of Olive Street crossing Jefferson Ave, as shown on sheet 4 of 26 drainage/utility plans. AT&T-d advised they do not anticipate conflicts with these facilities.

5.6 AT&T-d advised they have facilities running easterly in the alley just north of Lucas Street crossing a proposed 12 RCP between C16 and EX manhole. AT&T-d advised they need eight (8) weeks advanced notice from the contractor to shift their fiber cable if it needs shifting to construct the proposed storm manholes. ADB will perform the work for AT&T-d if the cable is in conflict.

5.7 AT&T-d advised they have facilities along the north side of Delmar crossing Jefferson Ave, as shown on sheet 8 of 26 drainage/utility plans. AT&T has an existing hand hole located in close proximity to the proposed signal base at the NW quadrant of the intersection. The AT&T-d hand hole will need to be shifted a couple feet away from the proposed signal base. AT&T-d advised they need four (4) weeks advanced notice from the contractor to shift their fiber cable if the cable needs shifting to construct the proposed storm manholes. ADB will perform the work for AT&T-d. AT&T-d advised the cable is not in conflict, only the AT&T-d handhole.

6.0 City of St Louis – Water Division- Mark Nankivil (utility plans legend W & AW (abandoned water))

City Water has existing water mains located in the entire project limits, as shown on all 26 of 26 drainage/utility sheets. Fire Hydrants and valve work are included in the contract under several unit items. The quantity sheet labeled “WATERMAIN ITEMS STP-5617(603) & BUILD-5417(606)” describes each task item.

- 34 fire hydrants in the project limits are being planned to be used-in-place.
- 23 fire hydrant relocations are included in contract. 17 FH “remove and relocate fire hydrant” on the “603” job & 6 FH relocations on “606” job unit item: 603.9902
- 2 “new water valve road grade buffalo box” are in the contract, one on each project. Unit item: 603.9902
- 2 “adjust existing water valve box” both on “603” job unit item: 603.9902
- 10 “adjust water meters” are being planned at various locations. 5 each on both projects. unit item: BPS-2250-2
- 2 “adjust fire hydrant to new grade” are in the contract. One on each project. unit item: 603.9902
- One fire hydrant is being abandoned (remove existing fire hydrant)- removal of improvement item.

City Water will need to perform some work associated with this project and coordinated with the road contractor. City Water will perform the work listed below and enter into an utility agreement with BPS. City Water work items are shown on a quantity sheet labeled WATERMAN ITEMS BY CITY WATER

- Adjust existing fire hydrant to grade (rebuild stand pipe) (1)
- New water main taps (4)
- Cut/Cap existing water main (4)
- Relocate existing water main in conflict just south of St Louis Ave between storm MH C79 & C80. Relocation plan shown on sheet 22 of 26 drainage/utility plans.

As part of the NGA project, City Water advised they completed the water main relocation along Jefferson and Cass (adjacent to NGA), as shown on sheet 15 of 26 thru 18 of 26 drainage/utility plans. Note: the abandoned water main is labeled “AW” on the utility/drainage sheets.

7.0 City of St Louis – Traffic Division- Justin DeCarlo (utility plans legend – lights-UE1, signals UE2, secondary to signal UE2A)

City Traffic has work included in the road contract including the following items: decorative lights, new traffic signals and fiber interconnect cable.

City Traffic shall be contacted three weeks in advance for final inspection of City's new facilities in contract.

8.0 Metropolitan Sewer District – MSD reviewer Yusef Rahaman – 21MSD-0013D

MSD's drainage work is included in the contract. A MSD permit must be obtained by the contractor prior to commencing any storm work.

9.0 Spire Energy – Nick Eggert (utility plans legend G)

Spire advised they have facilities in the project limits at the following locations:

- 1) 12" gas main is located on the SW quadrant of Market/Jefferson. This gas main is located in close proximity to the proposed signal base, as shown on sheet 1 of 64 of the drainage/utility plans. Spire advised no conflict is anticipated.
- 2) 10" & 12" gas mains are located on the north side of Olive Street @ Jefferson and along the east side of Jefferson, as shown on sheet 4 of 26 drainage/utility plans. The 12" gas main is located in close proximity to proposed 12" storm pipe from EX to C7. Spire advised the main is not in conflict with proposed work.
- 3) 12" gas main is located on the north side of Locust Street @ Jefferson and along the east side of Jefferson, as shown on sheet 5 of 26 drainage/utility plans. Spire advised no conflict is anticipated.
- 4) 2" gas main is located on the north side of Lucas Ave and the west side of Jefferson Ave to the south side of Delmar Ave, as shown on sheets 7 & 8 of 26 drainage/utility plans. Spire's gas main is in conflict with storm MH's C14 & C15. Spire requested four (4) weeks advanced notice from when the contractor plans to install the storm manholes in order to allow Spire crews time to complete both 2" gas main relocations.
- 5) 4" gas main is located on the middle of Cole Ave and on the east side of Jefferson to Stoddard Street, as shown on sheet 10 & 11 drainage/utility sheets. Spire advised no conflict is anticipated.
- 6) 12" gas main is located on the south side of Cass Ave crossing Jefferson Ave, as shown on sheet 15 of 26 drainage/utility plans. Spire advised no conflict is anticipated.
- 7) 2" gas main crosses Jefferson Ave at Dodier Street, as shown on sheet 24 of 26 drainage/utility plans. Spire advised no conflict is anticipated.
- 8) Spire advised if any gas valve needs to be raised or lowered in the project limits, Spire requests three (3) days advanced notice to raise or lower existing gas valves

10. CenturyLink- National (Lumen-“ LightCore” fiber)- Rich Obremski (utility plans legend FO7)

10.1 CenturyLink National advised they have a LightCore fiber located in Ameren's duct bank from south of Olive Street to MLK Ave and east/west down MKL Ave, as shown on sheet 4 of 26 thru 9 of 26 drainage/utility plans. They also advised they have a LightCore fiber that runs on the south side of Locust Ave and then runs south on Jefferson to Ameren's duct bank, as shown on sheet 4 & 5

11.0 Level 3 (Lumen/CenturyLink)- Rich Obremski (utility plans legend F03)

11.1 Level 3 advised they have a communication duct bank on the west side of Market Street and it runs on the east side of Jefferson Ave to Locust Street and the cable runs east/west on Locust, as shown on sheets 1 of 26 thru 5 of 26 drainage/utility sheets. Level 3 advised they do not anticipate any conflicts with the Level 3 cable.

12.0 CenturyLink – Rich Obremski (utility plans legend F06).

12.1 CenturyLink advised the old “Qwest” service cable that feeds Wells Fargo on the south side of Olive at Jefferson Ave and then runs northerly on Jefferson Ave (west side) to the first alley north of Olive Street. The cable is in conflict with storm work on the northwest quadrant of Olive/Jefferson, particularly the 12” storm pipe between EX MH to C19. CenturyLink requested ten (10) weeks advanced notice from the roadway contractor starting the storm work in order for CenturyLink’s contractor to mobilize on site and shift the cable after all drainage facilities are staked by the contractor. CenturyLink prefers waiting for roadway contractor to start work so everyone agrees on place where cable is adjusted in place.

13. AT&T-transmission – Lenny Vohs (utility plans legend F05)

13.1 AT&T-T has a fiber that runs on the along Jefferson from Market to just north of Olive Blvd, as shown on sheets 1 of 26 thru 4 of 26 drainage/utility sheets. There are several conflicts with proposed drainage. AT&T-t advised they can lower/shift their cable at each conflict locations. Below is a list of potential conflicts:

- Conflict with proposed C1 drainage manhole- sheet 1 of 26 drainage/utility plans @ Market
- Conflict with proposed C2 drainage manhole – sheet 2 of 26 drainage/utility plans @ Chestnut
- Existing fiber is located in close proximity to proposed M2, C3 & C4 & 12” RCP – sheet 3 of 26 of drainage/utility plans @ Pine.
- Existing fiber is located in close proximity of proposed storm pipe between proposed C19 MH to EX manhole & C7 MH to EX, sheet 4 of 26 drainage/utility plans @ Olive.

13.2 AT&T-t has a minimum of 4 potential conflicts with drainage along this project. AT&T-t advised they can start lowering the fiber in the existing conduit approximately 3 to 4 weeks after the contractor pot holes and verifies conflicts at each potential drainage conflict location. AT&T-t plans to bid out the shifting of cable work prior to the preconstruction meeting. The existing fiber is located in a steel duct. AT&T-t advised it will take their contractor a minimum of 2-5 days per conflict location depending on the length of lowering to complete each lowering/shifting of cable.

13.3 AT&T-t has an existing fiber located along Jefferson Ave from the south side of Market Street to Olive Street, as shown on sheet 1 of 26 thru 4 of 6 drainage/utility sheets. The conflict locations are also detailed above in the list of 32 potential conflicts.

13.4 AT&T-t has a fiber running along Olive Street. AT&T-t advised they do not anticipate any conflicts with the fiber.

13.5 It should be noted that AT&T-t previously maintained a fiber cable located on sheets 5 of 26 to 26 of 26 on the drainage/utility plans that had only AT&T-LNS lease fibers in AT&T-t's fiber optic cable. AT&T-t recently gave the cable to ATT-LNS to maintain since AT&T-t has no active customers in the fiber in these limits. Please refer to AT&T (LNS) utility jsp to understand AT&T-(LNS) facilities in the project limits.

14. AT&T-(Local Network System- LNS) – Ed Yoder (utility plans legend FO5A) (Fiber cable is also referred to as “TCG” Telecom Communications Group)

14.1 AT&T-(LNS) recently took over maintaining the AT&T-t's fiber cable shown on Utility/Dainage Plans Sheet 4 of 26 thru 26 of 26. There are approximately 28 locations that fiber caba is in conflict with proposed drainage. Below is a list of potential conflicts:

- Existing fiber is located in close proximity of proposed storm pipe between proposed C9 and EX DI, sheet 5 of 26 drainage/utility plans @ Locust.
- Conflict with proposed storm pipe between proposed C11 and M7, sheet 6 of 26 drainage/utility plans @ Washington.
- Conflict with proposed storm pipe between proposed M9 and C14 – sheet 7 of 26 drainage/utility plans @ Lucas.
- Conflict with proposed storm pipe between proposed M11 and C18 – sheet 9 of 26 drainage/utility plans @ MLK.
- Conflict with proposed storm pipe between proposed M13 and C23 – sheet 10 of 26 drainage/utility plans @ Mills St.
- Conflict with proposed storm pipe between proposed M14 and C25 – sheet 11 of 26 drainage/utility plans @ Stoddard
- Conflict with proposed storm pipe between proposed M16 and C27 – sheet 13 of 26 drainage/utility plans @ Dayton.
- Conflict with proposed storm pipe between proposed EX and C29 – sheet 13 &14 of 26 drainage/utility plans @ James Cool Pappa Bell Ave.
- Conflict with proposed C33 drainage manhole- sheet 15 of 26 drainage/utility plans @ Cass.
- Conflict with proposed drainage manhole M38 - sheet 16 of 26 drainage/utility plans @ near Alley south of Howard St.
- Conflict with proposed storm pipe between proposed M42 and C48 – sheet 16 of 26 drainage/utility plans @ Howard St.
- Conflict with proposed storm pipe between proposed M63 and C51 – sheet 17 of 26 drainage/utility plans @ Madison
- Conflict with proposed storm pipe between proposed M48 and C52 – sheet 17 of 26 drainage/utility plans @ Madison
- Conflict with proposed storm pipe between proposed M50 and C56 – sheet 18 of 26 drainage/utility plans @ north of Madison
- Conflict with proposed storm pipe between proposed M50 and M51 – sheet 18 of 26 drainage/utility plans @ north of Madison
- Conflict with proposed storm pipe between proposed C60 and C61 – sheet 18 of 26 drainage/utility plans @ south of Market
- Conflict with proposed storm pipe between proposed C62 and C63 – sheet 19 of 26 drainage/utility plans @ N. Market

- Conflict with proposed storm C64 MH – sheet 19 of 26 drainage/utility plans @ N. Market
- Conflict with proposed storm pipe between proposed C66 and M57 – sheet 19 of 26 drainage/utility plans @ Benton
- Conflict with proposed storm pipe between proposed C67 and M58 – sheet 20 of 26 drainage/utility plans @ Warren
- Conflict with proposed storm pipe between proposed C68 and M59 – sheet 20 of 26 drainage/utility plans @ Warren
- Conflict with proposed drainage manhole M23 sheet 21 of 26 drainage/utility plans @ Montgomery.
- Conflict with proposed storm pipe between proposed C40 and M22 – sheet 22 of 26 drainage/utility plans @ St. Louis
- Conflict with proposed storm pipe between proposed C79 and C80 – sheet 22 of 26 drainage/utility plans @ St. Louis
- Conflict with proposed drainage manholes: M68, C72, C83 sheet 23 of 26 drainage/utility plans @ University
- Conflict with proposed drainage manhole C73- sheet 24 of 26 drainage/utility plans @ Dodier
- Conflict with proposed drainage manhole C89- sheet 24 of 26 drainage/utility plans @ Sullivan
- Conflict with proposed drainage manhole C92- sheet 25 of 26 drainage/utility plans @ alley south of Herbert.

14.2 AT&T (LNS) advised they plan to relocate their fiber cable off-site by October 1, 2022 in order to eliminate all the utility conflicts in the project limits.

15.0 Bluebird Network- Terry Harrison (utility plans legend FO9)

15.1 Bluebird has a fiber that runs westerly along Market Street crossing Jefferson Ave and then the fiber heads north along Jefferson Ave (west side of road) and turns westerly along Olive Street, as shown on sheet 1 of 26 thru 4 of 26 drainage/utility sheets.

15.2 Bluebird advised they do not anticipate any conflicts with the project.

16.0 MoDOT- Ron Mize (utility plans legend UE4)

MoDOT maintains the existing traffic signal at Dr. Martin Luther King. MoDOT is a member of Mo One Call. No conflicts are anticipated.

17. Verizon (MCI) – Domenic Nicastro (utility plans legend F02)

17.1 MCI advised they have a fiber along Market Ave (south side) then turns on Jefferson Ave south of Market, as shown on sheet 1 of 26 drainage/utility plans. MCI advised they do not anticipate any conflicts with this fiber.

17.2 MCI advised they have fibers along Olive Street crossing Jefferson Ave, as shown on sheet 4 of 26 drainage/utility plans. The fiber is located in close proximity to the double storm manholes

being removed and replaced at the NW quadrant of the intersection. MCI advised they need eight (8) weeks notice from the contractor to shift their fiber cable if it needs shifting to construct the proposed storm manholes.

17.3 MCI advised they have a fiber along Carr Street (south side) that connects into Ameren's manholes on the west side of Jefferson from Carr Street to Cass Ave, as shown on sheets 12 of 26 thru 15 of 26 drainage/utility plans. MCI advised they do not anticipate any conflicts with this fiber.

17.4 MCI advised they have fibers that runs along both sides Cass Ave. One fiber is located in close proximity to proposed storm MH 35. MCI advised they need eight (8) weeks notice from the contractor to shift their fiber cable if it needs shifting to construct the proposed storm manholes. MCI will also have one handhole that is located on the SW quadrant of Cass/Jefferson that will need to be adjusted/shifted with the new ADA ramp. MCI requests ten (10) working days advanced notice from the contractor in order for MCI to advised ADB to mobilize on site and shift the handhole.

18. Everstream - Steve Massman (utility plans legend F11)

18.1 Everstream advised they have a fiber along Market Ave crossing Jefferson Ave, as shown on sheet 1 of 29 drainage/utility sheet.

18.1A Everstream advised they have a fiber in AT&T's duct bank along Pine Street crossing Jefferson, as shown on sheet 3 of 26 drainage/utility sheet.

18.1B Everstream advised they have a fiber in AT&T's duct bank along Olive Street crossing Jefferson, as shown on sheet 4 of 26 drainage/utility sheet.

18.1C Everstream advised they have a fiber in AFC's duct bank along Washington Ave crossing Jefferson, as shown on sheet 6 of 26 drainage/utility sheet.

18.2 Everstream owns AFC's ductbank. Everstream advised they do not anticipate any conflicts with project.

19.0 SLU Fiber (St Louis University) – Kevin Proot (utility plans legend F010)

SLU advised they have a fiber along Market Ave crossing Jefferson Ave, as shown on sheet 1 of 29 drainage/utility sheet. SLU does not anticipate any conflicts with their facilities.

20.0 Windstream – Hugh Carroll (utility plans legend F08)

Windstream advised they have a fiber on the east side of Pine Street then runs northerly to a handhole on the east side of Jefferson, as shown on 3 of 26 on the drainage/utility plans. Windstream advised they do not anticipate any conflicts with the facilities

SSS. WIRELESS DETECTION SYSTEM & NETWORK MONITORING EQUIPMENT

1.0 Description.

Wireless Detection System: This item shall consist of furnishing and installing a wireless detection system suitable for vehicle stop bar detection as well as data collection. All equipment necessary for a fully functional system shall be installed, including but not limited to, in-pavement wireless sensors, APCCs, SPP radios, repeaters, and any other hardware/miscellaneous equipment for delivery of a fully functioning stop bar detection system. Equipment in the signal cabinet shall be connected via SDLC. Data collected from the wireless detectors must be taken back to the City's Traffic Operations Center (TOC) via the existing and proposed fiber optic communication system. Testing of the connection to the City's TOC and demonstration to City personnel of a completely functioning detection system will be required for acceptance. Programming of the City's existing data server must be performed by the equipment manufacturer and will be considered incidental to this pay item. Coordination with City Traffic personnel prior to equipment installation is required for field verification of exact placement and locations. Total number of in-pavement sensors = 374. Breakdown at intersections along Jefferson/Parnell as follows: Market (54), Pine (28), Olive (50), Locust (34), Washington (45), Delmar (44), Stoddard (4), Cass (50), Warren (28), St. Louis (37).

Network Monitoring Equipment: Five (5) Tower workstations shall be provided meeting the following minimum specs:

- Intel 11th Gen i7 processor
- Windows 10/11 pro
- 2 GB dedicated graphics card
- 32 GB RAM
- 512 GB Solid state hard drive
- 2 TB 7200rpm secondary hard drive
- Optical drive
- Wireless keyboard and mouse
- Network/Bluetooth card
- 2-27inch flat panel monitors

Two (2) Rugged Laptops shall be provided meeting the following minimum specs:

- Intel 8th Gen i5 processor or newer
- Windows 10/11 pro
- 16 GB RAM
- 256 GB Solid state hard drive
- Network/Bluetooth card
- 2-27inch flat panel monitors
- Wireless keyboard and mouse

Software: This work shall consist of furnishing and installing a traffic data software system which matches the City's existing in pavement detectors and related equipment. The enhanced software is for purposes of communicating with the proposed signal and ITS upgrades to monitor traffic and provide current and historical traffic data for up to 25 nodes. The traffic monitoring software system shall be NTCIP compliant and capable of supporting all the features listed below.

- Volume/occupancy/speed reports

- Complete corridor utilization statistics
- Real-time traffic data
- Congestion monitoring
- Health of system
- Agency map of devices

Installation of the traffic monitoring software shall be performed by the manufacturer on-site with the approval and/or oversight of the agency's IT department. Manufacturer and agency's IT staff shall coordinate installation schedule in order to provide a working traffic monitoring software system to the satisfaction of the engineer, with successful installation being demonstrated connectivity and control to each device supported by the working traffic monitoring software system in addition to demonstrated operability of other included features.

2.0 Basis of payment. All costs for materials, equipment, labor, and installation shall be included in the cost for Pay Item No. 902-99.02, "Wireless Detection System", and Pay Item No. 902-99.02, "Network Monitoring Equipment", to be paid at the contract unit price, per each.

MMMM. FULL DEPTH PAVEMENT REPAIR

1.0 Description. Full depth pavement repairs shall consist of the removal of existing pavement and constructing full depth pavement repairs at locations designated on the plans and as directed by the engineer. The locations shown on the plans were estimated from a visual inspection, Pavement Inspection Report, and Geotechnical Report, and are subject to change. The contractor shall first conduct a walk through with the engineer to finalize which locations shall be repaired.

2.0 Construction Requirements. Work shall be in accordance with Section 613. The contractor shall also note the detail shown in the full depth pavement repair sheets of the construction documents.

3.0 Method of Measurement. This work shall be measured for payment per square yard of full depth pavement repair.

4.0 Basis of Payment. All costs for materials, equipment, labor, removal of existing pavement at each location, and installation shall be included in the cost for “Full Depth Pavement Repair” and be paid at the contract unit price per square yard.

Furnishing and placing a three-inch layer of temporary asphalt (Bituminous Pavement Mixture PG64-22 (Base)), concrete material for full depth pavement repair, subgrade compacting at 6” deep, type 1 or type 5 aggregate for base at 4” thick, required dowel bars, required tie bars, and full depth saw cuts for the perimeter shall be all included in payment for “Full Depth Pavement Repair”. Pay Item No. 613-99.05, Full Depth Pavement Repair, per square yard.

Pre-Bid Meeting Minutes, 5/24/22

North Jefferson / Parnell Ave Corridor Project

Federal Project # CMAQ/STP/BUILD-5617(602)

Presenters - Kevin Trapp – BPS
Matt Poirot – BPS
Jay Rakers – CMT Engineers

- The project limits are from the Jefferson/Market intersection to the Parnell/Natural Bridge intersection, a length of ~2 miles.
- Bids are due by Tuesday, June 14, 2022, at 1:45 pm. Bids must be submitted electronically through Bid Express. The City will not accept paper bids, and any paper bid received will be considered non-responsive and rejected. The link for the City's home page on Bid Express is provided in the project specifications. Contractors will need to create a vender account and must have a Digital ID. There is no charge to contractors for bidding on this project.
- Bids will be publicly read at the start of the Board of Public Service weekly Board meeting. The zoom link for the Board meeting is included in the BPS Agenda, which will be posted on the BPS website the day before the meeting. www.stlouis-mo.gov/government/departments/public-service/board.cfm.
- All documents that used to be provided in the bid package mailed out to bidders is included on Bid Express. Contractors must either fill out or upload all documents, as appropriate. Addenda still must be acknowledged.
- Bidders must submit a bid deposit equal to 5% of the total bid. Bid deposits can either be submitted electronically on Bid Express, or delivered directly to Helen Bryant in Room 301 City Hall. If not submitted electronically, the bid deposit must be received before the time of the bid opening, and a scanned copy of the bid deposit must be uploaded to Bid Express.
- This project has a calendar completion date of November 15, 2024. Liquidated damages have been set at \$3,200.00/day for road user costs, and \$3,000/day for contract administration costs. There is also a \$500/day penalty for pedestrian impacts if a pedestrian route is closed for more than 4 consecutive weeks.
- This contract requires that all onsite workers be paid prevailing wages. All workers also must have completed the OSHA 10 hours safety training course.
- The DBE goal of this contract is set at 16% of the total contract amount. There is an On the Job goal of 3 trainees for 3,000 hours.
- Questions regarding the plans and specifications must be submitted no later than June 1, 2022. The bid inquiry form is included as the last page of the project specifications. Questions received on time will be answered via an addendum. Any question received after that will not be answered.
- The contractor will be responsible for obtaining all necessary permits from both the City and MoDOT.
- This project is subject to the Buy America law, which will be strictly enforced on all iron, steel, and steel coating products.

- Saturday work will be allowed on this project with advanced approval from the Board of Public Service. Sunday work is not allowed except for in emergency situations and with the approval of BPS.
- The construction Notice to Proceed is anticipated to be issued October/November of 2022.
- Bid form – The bid form in the project specs is split into multiple columns of quantities for CMAQ, STP, and BUILD. The City is required to track the quantities of individual funding categories separately for federal reimbursement requests, but the contractor only needs to consider the total quantity of each item. The contractor does not need to track CMAQ and STP quantities separately. The bid form on Bid Express only shows the total quantity of each line item.
- Adjacent projects – There are several projects adjacent to, or in the vicinity of, this project that may require coordination between contractors.
 - The City has a project currently in construction that will tie into the east and south sides of the Jefferson/Market intersection. Some coordination with Raineri Construction will be required.
 - The future NGA site is currently under construction on the east side of Jefferson, from Cass Ave to St. Louis Ave.
 - MoDOT is currently reconstructing on/off ramps on I-64 through the Jefferson corridor. All work north of I-64 is complete, and the remainder of their work south of I-64 is scheduled to be completed by the end of 2022. Their work should not affect this project.
 - Construction of the MLS stadium will be completed by the fall and should not impact this project, however soccer games begin in April 2023 and may create additional traffic on game days.
 - GRG is currently constructing a portion of the brickline bike path on the north side of Market, between 20th and 22nd. Future plans to extend the brickline west through the Jefferson/Market intersection have not been completed. Construction timing is unknown, but brickline work will not affect the hardscape improvements of this project.
- The City does not allow for price index adjustments of fuel/asphalt.
- Per Section 108.14.1 of the MoDOT Standard Specs, no cost increases will be granted for delays caused by material shortages and availability or force majeure.



TISHAURA O. JONES
MAYOR

City of St. Louis
DEPARTMENT OF THE PRESIDENT
BOARD OF PUBLIC SERVICE
1200 MARKET STREET, ROOM 301
SAINT LOUIS, MO 63103
(314) 622-3535



RICHARD T. BRADLEY P.E.
PRESIDENT

January 11, 2022

SPECIAL NOTICE TO CONTRACTORS

Subject: Material Shortages/Price Escalation

The purpose of this notice is a reminder to bidders that Section 108.14 of the Missouri Standard Specifications for Highway Construction outlines the allowances for compensable and non-compensable impact costs and risk allocation a contractor could experience during the preparation of bids or that could be experienced over the course of construction.

The risk for material and other cost fluctuations, including force majeure situations, rests with the bidding contractor. The remedy for delays caused by material shortages and availability is covered under Specification 108.14.1 "Excusable or Non-Compensable Delay". This specification allows for time extensions only and no costs increases. The City of St. Louis and the Missouri Department of Transportation will require documentation outlining the specifics of these type delays and efforts afforded by the contractor to remedy the situation.

When these types of situations arise for the contractor that is awarded this construction contract, the contractor should contact the City Engineer to discuss the schedule, the revised project schedule, and any potential alternative solutions that may be available for the situation.

Sincerely,

A handwritten signature in blue ink, appearing to read "Kevin Trapp".

Kevin Trapp, P.E.
Asst. Chief of Design
Board of Public Service