

ADDENDUM NO. 2

TO

Project Redbird (South) Phase 1

ST-0059

COUNTY OF JEFFERSON, MISSOURI

April 5<sup>th</sup>, 2024

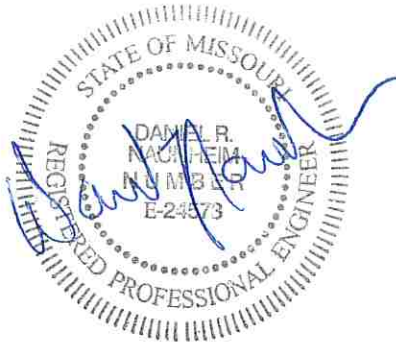
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This addendum forms a part of the bidding and contract documents and modifies the original bidding documents. Acknowledge receipt of this addendum per the instructions given in the bidding documents. Failure to acknowledge this or any other addenda may subject bidder to disqualification.

Post Pre-Bid Meeting Q&A:

ST-0059 Post optional Pre-Bid Meeting Questions and Answers:

After the optional pre-bid meeting on April 1<sup>st</sup>, 2024, the County has received multiple questions in writing. This Addendum is meant to address these questions to all potential bidders.



4/5/2024

# Post Optional Pre-Bid Questions Received in Writing

ANSWERS are in Red.

1. Can overnight (heavy truck) traffic drive on the pulverized material on River Cement Road prior to the introduction of cement (assuming successful proof rolling)? It appears that the specifications allow for 14 days of traffic with successful proof rolling for FDR (with cement added). Do you expect QA testing results early enough to allow for the FDR to happen the same day as the initial pulverizing? **Prior to opening each days work to traffic, the full FDR process shall be completed, including pulverization with cement stabilization, graded, rolled, and cured. Light traffic can drive on the FDR after curing material has set, heavy traffic after proof roll is completed. Specification requires test strip to be completed, this will be the opportunity to evaluate the time needed to open to heavy traffic on River Cement Road. QA testing will be performed in real-time (see #3 below for more information).**

2. Do you want to pave the FDR side of River Cement Road before starting on the other side? For paving River Cement Road, should only the base mix be paved or both base and top mix before moving to the other side? **Specifications require the bottom lift of pavement to be placed within 14 days of opening the FDR to traffic. Paving shall be scheduled accordingly, which may require paving the bottom lift of one side at a time, or both directions if all the FDR is completed within 14 days of initial reclamation.**

3. The seam will be better if we do all the top mix at once, but this will result in large truck traffic on just one lift of asphalt. **Agreed the seam would be better if the full base coarse can be completed concurrently, but is not a requirement. Once base paving operations are completed, completion of the subsequent lifts shall immediately follow to minimize the time heavy loading is on the intermediate lifts.**

4. Can you clarify the QA/QC testing requirements for the FDR and anticipated time for results to help plan for traffic management. **QC shall follow the instructions in the specifications, checking the cement application rates, the gradations, and moisture contents. Test strips are required and meant to help hone in on the QC requirements and verifications. Typically metered cement trucks are verified with initial and final weights, over a length of placement, and then compared to the amount of material precalculated to be placed over the predetermined length. Nuclear Density gauges are most commonly used to verify field moisture content and compaction, and provide real time answers. QA will involve the use of the County's geotechnical consultant testing at a 10% rate of the QC testing.**

5. For Airport Road, I assume we will need to mill around 6" to allow for the swell of the FDR so that the finished elevation remains unchanged. Please confirm if this assumption is

correct. There are multiple ways to address the fluff. Additional milling, light grading of the 3/4" fluff around entrances, tapered milling after the FDR, tapering the base mix at entrances etc. The County is open to the aforementioned means and methods.

6. Regarding Airport Road, can overnight traffic drive on the remaining base rock after milling? Would you prefer to mill the 5+" the full width and have traffic drive on rock, or have a 5+" edge with trim line channelizers for overnight traffic? Would you like to include edge treatment, which would reduce the lane width? If not, please advise on how you would like to handle traffic for this phase.

For response purposes to this question – I would assume we would say that traffic will be driving on the aggregate base until the FDR process is completed. Aggregate entrances, or equivalent, shall be maintained to all entrances until final paving is completed.

7. Finally, can you clarify when flagging will be required and how many flaggers you would like us to provide? Anytime one lane, two way traffic is required due to operations, flagging shall be required. Flaggers shall be flagger trained & certified, each work zone utilizing flagger operations shall be equipped with all necessary flagger operation signage compliant with MUTCD, including signage for side streets and entrances, two way communication devices for flagmen, and flagger lighting should nighttime operations be necessary. Typically two flaggers are sufficient, but occasionally additional flaggers may be necessary where three way traffic is expected.

8. Please clarify your understanding of the comments at the Pre-Bid meeting. My understanding is that the excavation for the widening shall be done prior to pulverizing such that the pulverized material shall not include shoulder material that likely consists of more organic material and inadequate rock and asphalt. Base widening excavation and preparation shall be completed prior to initial pulverization, to allow for movement of the excess material into the widening locations ahead of the cement and water reclamation.

9. Can you clarify the backfill material for the widened areas. Will you allow Pulverized asphalt and rock to be backfill? As mentioned in #7, FDR material shall be used in the widening excavation. The material to be used outside the pavement widening shall be topsoil/seed or sod as specified in the plans.

10. When do you think this project could start? The anticipated NTP date is May 1<sup>st</sup>. The contractor with the winning bid is allowed to start after NTP is given, the contract only stipulates a completion date of 12/31/24.

11. In section 5.9 of the full depth reclamation JSP, are we required to spray down tack after two hours and have traffic drive on it? Yes, per the specifications, it names a special tack, know this can be equal or better determined via submittal. The spec says blotted sand can be used on top if traffic picks up the emulsion. This is also equal or better.