

# Route 115, St. Louis County

## Job No. J6S2428/140321-F08

### Natural Bridge Road Great Street Project

### Pre-Bid Conference Summary

**ATTENDEES:** See Attached Sign in Sheet

**COPY TO:** file

**PREPARED BY:** Nittler, Tim/STL

**DATE:** March 5, 2014

A Pre-Bid Conference was held for the above noted project on March 5<sup>th</sup>, 2014 at the St. Louis MoDOT District Office. Project Manager Lee Hillner conducted the meeting and presented the project.

### Welcome and Introductions

Purpose of meeting is to increase potential bidder's understanding of the Plans and Specifications.

### Project Overview

Great Streets Project - Natural Bridge Road from Hanley Road to Lucas & Hunt Road. Convert the existing roadway from a 5 lane Section to a 3 lane section with bike lanes, a multi-use path, landscaped medians, tree-lawns and sidewalks on both sides. Plus, relocate overhead utilities underground, and install a new roundabout with a fountain at the Florissant Road.

### Notable JSP Items

This project includes numerous aesthetic type items with unique pay items and requirements:

JSP J – Add Alternate Section – Contractor to review sections closely.

- Duct Bank Extension- Add Alternate A, Top priority
- Duct Bank Extension – Add Alternate B, Mid priority
- Fountain Installation/Reconstruction in the Roundabout, Lowest priority

JSP CC – Fountain in Roundabout – Lee suggested that the contractor go to view the fountain at the Normandy City Public Works facility

JSP EE – Ameren Duct Bank Construction – Lee suggested that the contractor review this section of the plans and specifications closely since it is work that is not typically included in MoDOT projects.

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JSP L – Utilities - Larry Rohr of MoDOT provided a Status of Utility Adjustments. Larry stated that the contractor will need to be in close coordination throughout the entire project, but especially after the decision concerning the Duct Bank Add Alternates is made. If the Add Alternates are not included in the project, additional utility relocations will need to be made to move existing overhead utilities out of the foot print of the project. Larry stated the contractor will need to conduct weekly Utility Coordination Meetings regarding schedule and work projections for the week.

JSP C – Work Zone Traffic Management Plan – MoDOT feels that Traffic Flow will be critical to the success of the project. In order to minimize traffic impacts, MoDOT has enacted the following specifications in the JSP:

- Work Hours are defined in the JSP
- Liquidated Damages are defined in the JSP
- Stage construction at Wedge will allow No Left Turns for the period specified in the JSP.
- Traffic Management-Traffic Signal Operation and Maintenance – the contractor will be required to hire a traffic engineer to develop temporary signal timings and make sure that the signals continue to function at an acceptable level. Two pay items will cover this work:
  - 902-99.01 Temporary Signal Timing
  - 902-99.02 Install, Maintain and Operate Existing and Temporary Traffic Signals
- Duct Bank Construction will be the first order of work and will need to be a continuous operation from start to finish. It was discussed that Duct Bank construction in general can take place during daytime hours, but three lanes of traffic must be maintained. Duct Bank construction requiring lane closures must be performed during night time work hours.
- Landscaping Work will need to have traffic control devices in place and follow the JSP.

JSP III – Right of Way Property Owner Requirements – Lee stated that the Right of Way status of the project is “Clear”. He stated that the contractors should review the JSP for particular issues, but in general, entrances will be constructed in stages to allow access at all times to single entrance parcels. On double entrance parcels, one entrance shall be open at all times.

JSP GG – Modified Type S Curb – the contractors attention is called to the change in width and height that varies from the standard Type S Curb

JSP NN – Pasadena Hills Construction Specification – the contractor needs to contact the City of Pasadena Hills to get the current construction specifications for the work that will be conducted in the Historic District of Pasadena Hills.

JSP HH – Roadway and Pedestrian Lighting is detailed in this sections. Three suppliers were not listed in the JSP, but MoDOT is considering issuing an addendum which will provide three possible approved suppliers and model numbers.

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JSP's on Various Enhancement Items are very specific for this project and the contractor should review closely. In particular on several of the landscape items list suggested Suppliers and/or Manufacturer of the products listed. Also, Fleur de Lis enhancements are listed on several items. Duplicate pay items are listed for Concrete Planters, Bike Rakes and tree grates with and without Fleur de Lis, as described further in the JSP.

JSP XX – Remove and Reinstall In-Pavement Wireless Detectors – there is a typographical error in this JSP that will be corrected through an addendum.

## Questions and Comments

- The “Type B Modified Curb” was discussed. The group asked why it was not called “Type B Modified Curb and Gutter” or the one foot pavement should be paid for separately.

The issue is detailed on Typical Section Sheet 1 of 11. The detail clearly shows that the “Type B Modified Curb” is to be one continuous concrete pour, and that all of the pavement and curb is covered by the pay item [including the one foot of pavement and 2 sets of dowels required for installation.](#)

- Should the Linear Grading be Class I or Class II? Currently Class I is set up for the entire roadway.

Minor grading is needed over the bulk of the project limits. In areas of large embankment construction, the pay item of “Embankment in Place” is used to cover the work. Please see JSP [KKK. Earthwork](#) for information on how earthwork is specifically to be paid for.

- Is the light pole footing over designed?

The light pole foundation was designed by a structural engineer assuming that there would be banners attached to the light pole. It remains the designer's opinion that the foundation is properly design.

- Can 3/4 “clean aggregate be used as back fill on the duct bank, or does it have to be 3/4” minus as depicted on the specifications.

Yes, 3/4” clean aggregate can be used as back fill on the Duct Bank.

- Is aggregate required under path?

No – aggregate under the sidewalks or path is not needed. It was removed as a cost saving measure.

- Removal of asphalt-cold milling is currently incidental to removal of improvements. Should it be broken out into the standard pay item?

Yes – an addendum will be issued to remove cold milling from the removal of improvements and provide a standard pay item with quantity.

- Why is 6' of pavement removal needed in locations of the Duct Bank Construction?

The 6' of pavement removal will allow for the excavation to be “stepped”, allowing for better access to the bottom of trench which in turn will allow for ease of conduit placement.

- The contractor will need to hold Weekly Partnering Meetings with MoDOT and all affected Utilities must be present.

- For the Pavement Repair bid item, are Dowels, Base rock, Saw cuts all incidental?

Yes, all work required for this item of work is incidental to the Pavement Repair Bid item.

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- Are Dowel Baskets needed in the concrete pavement that is poured back over the Duct Bank?

Yes, Dowel Baskets will be required and will be incidental to the concrete pavement.