

ADDENDUM NO. 1

TO: All Holders of Plans and Contract
Documents for the Swisher Road Bridge
No. 3100000 Replacement, BRO-B080 (037)
Pettis County, Missouri

ISSUED: August 05, 2020

Name of Bidder:

Receipt Acknowledged By

This Addendum is hereby made a part of the Contract Documents to the same extent as if it were originally included herein. This Addendum shall be inserted in the Contract Documents and submitted with the Bid, and includes the following items:

CONTRACT DOCUMENTS:

- 1) Specification: Notice to Contractors, Par. (1) Sealed bids will be received date changed from Tuesday August 11, 2020 at 10:00am to Thursday **August 13, 2020 at 10:00am.**
- 2) Specification: Notice to Contractors, Par. (3) Period of Performance, Change Completion Date from November 25, 2020 to **April 30, 2021.**
- 3) Job Special Provisions: H. Liquidated Damages Specified for Winter Months
 - (a) Liquidated damages will **NOT** be assessed from December 15 to March 15
 - (b) Liquidated damages will be assessed for Saturdays, Sundays and Holidays.
Except from December 15 to March 15.
- 4) Specification: Geotechnical Report updated ground surface elevation of borings from 904ft to 911ft.

CONTRACT DOCUMENTS:

- 1) Plan Sheet 18 - Omitted C8x11.5 Cap Rail on top of the post.

Anderson Engineering, Inc.



Gary D. Strack, P.E., F.NSPE, SECB

NOTICE TO CONTRACTORS

Sealed bids, addressed to Pettis County Commission, 415 S. Ohio, Sedalia, MO 65301 for the proposed work will be received by the Pettis County Commission until **10:00 o'clock A.M.** (prevailing local time) on the **13th day of August, 2020**, at the office of the Pettis County Commission, and at that time will be publicly opened. Bids should be delivered to: 415 S. Ohio, Sedalia, MO 65301.

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

Removal and replacement of the existing bridge and associated approach roadways.

(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" (if applicable), 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.

Design Specifications:

2017 AASHTO LRFD Bridge Design Specifications and 2013 interim revisions Seismic Design Category A
2019 AASHTO Guidelines for Geometric Design of very low-volume Local Roads (ADT≤400)

Construction Specifications:

Missouri Standard Specifications for Highway Construction
Missouri Standard Plans for Highway Construction

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 (if applicable)

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, "Pettis County Commission", and the term "Engineer" is a reference to the Engineer of Record from Anderson Engineering, Inc.

The contracting authority for this contract is Pettis County Commission.

(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: 120

Completion Date: April 30, 2021

(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 \$ 700.00

Revised 8-5-2020

5.0 Basis of Payment. The contractor will receive full pay of the contract unit cost for all sidewalk, ramp, curb ramp, median, island, approach work, cross walk striping, APS buttons, pedestrian heads, detectible warning systems and temporary traffic control measures that are completed during the current estimate period as approved by the engineer. Based upon completion of the ADA Checklist, the contractor shall complete any necessary adjustments to items deemed non-compliant as directed by the engineer.

5.1 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 documents.

H. LIQUIDATED DAMAGES FOR WINTER MONTHS

1.0 Description. Revise Sec 108.8.1.2 (a) and (b) and substitute the following for the project:

- (a) Liquidated damages will **NOT** be assessed from December 15 to March 15
- (b) Liquidated damages will be assessed for Saturdays, Sundays and Holidays.
Except from December 15 to March 15.

I. DISADVANTAGED BUSINESS ENTERPRISE (DBE) PROGRAM REQUIREMENTS

1.0 Description: Insert the following additional program provisions in the Disadvantaged Business Enterprise (DBE) Program Requirements of the General Provisions and Supplemental Specifications to 2011 Missouri Standard Specifications for Highway Construction.

2.0 Factors Used to Determine if a DBE Regular Dealer of Liquid Asphalt is Performing a CUF. The DBE must be responsible with respect to materials and supplies used on a contract perform all of the following, pursuant to 49 CFR § 26.55(c)(1) and 7 CSR 10-8.131:

- (a) Negotiating price.
- (b) Determining quality and quantity.
- (c) Ordering the material.
- (d) Paying for the material itself.
- (e) 30% of the work must be performed by the DBE's permanent employees (which does not include owner-operators or leased employees) or those hired by the DBE firm for the project from an independent source other than the prime contractor, such as a union hall. For at least 30% of the work the DBE's owned (not leased) equipment shall be used and the DBE must provide documentation that this owned equipment was used on the project as required by this provision.
- (f) For up to 70% of the remaining work the equipment used by the DBE must be by long term lease (at least one year) with another DBE or non-DBE but not the prime contractor. The DBE must have absolute priority over other businesses or entities to use the long term leased equipment and must display the name and identification number of the DBE.
- (g) The Contractor shall require DBE subcontractors to provide documentation in one of the following formats: bills of lading, hauling tickets, shippers manifest, and/or paid invoices. Regardless of the document format, the document(s) shall include the following information: name of the carrier, full name of the driver, driver ID number(s), truck and tanker ID or VIN number, and reflect the contract number, job number, county and route

The contract number, job number, county and route can be reported through a consignee number or lift number, as long as the DBE Subcontractor has provided the consignee number, or lift number, along with project specific information which shall include contract number, job number, county and route.



**ANDERSON
ENGINEERING**
EMPLOYEE OWNED

Anderson Engineering Inc
2045 W Woodland
Springfield, MO 65807
Telephone: 417-866-2741
Fax: 417-866-2778

BORING NUMBER B-1

PAGE 1 OF 1

CLIENT PETTIS COUNTY

PROJECT NAME SWISHER ROAD BRIDGE

PROJECT NUMBER 19KC70003

PROJECT LOCATION WINDSOR, MO

DATE STARTED 3/1/19 COMPLETED 3/1/19

GROUND ELEVATION 911.00 ft HOLE SIZE 4 inches

DRILLING CONTRACTOR AE CME 550X

GROUND WATER LEVELS:

DRILLING METHOD Solid Stem Auger 4"

AT TIME OF DRILLING —

LOGGED BY GW CHECKED BY DW

AT END OF DRILLING —

NOTES PROBABLE BACKFILL AT ABUTMENTS

AFTER DRILLING —

DEPTH (ft)	GRAPHIC LOG	MATERIAL DESCRIPTION	Depth DRILLING METHOD	SAMPLE TYPE NUMBER	RECOVERY % (RQD)	BLOW COUNTS (N VALUE)	POCKET PEN. (tsf)	Unconfined Qu, (tsf)	MOISTURE CONTENT (%)	ATTERBERG LIMITS		
										LIQUID LIMIT	PLASTIC LIMIT	PI / LI
0		GRAVEL AND BROWN SILTY LEAN CLAY, MOIST, MEDIUM FIRM				4-5-4 (9)	3		35.2			
1		DARK GRAY BROWN LEAN CLAY WITH GRAVEL SEAMS, MOIST, MEDIUM FIRM		SS		3-3-5 (8)	2		20.6			
2				SS		2-2-2 (4)		0.60	22.1	27	18	9 -0.61
3		VERY LOW PLASTICITY, VERY MOIST, SOFT TO MEDIUM FIRM										
4												
5												
6												
7												
8												
9		YELLOW BROWN SHALEY FAT CLAY WITH GRAY MOTTLES AND 10% TO 30% CHERT WITH OCCASIONAL COBBLES, MOIST, STIFF, CHERTY ZONE IS MEDIUM DENSE		SS		6-8-6 (14)			19.3			
10												
11												
12		LIMESTONE, FRESH, MODERATELY STRONG ROCK, MODERATELY HARD										
13												
14		CORE RUN, NO RECOVERY		SS		50/1"						
		EMBEDDED CHERT, VERY HARD, DRILLED 2 INCHES WITH 1200 PSI PULL DOWN PRESSURE FOR 10 MINUTES. BROKE AUGER AT STRESS FRACTURE, DAMAGED CORE BIT DUE TO HARD CHERT										

Bottom of borehole at 14.3 feet.

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BORING NUMBER B-2

PAGE 1 OF 1

CLIENT PETTIS COUNTY

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PROJECT NUMBER 19KC70003

PROJECT LOCATION WINDSOR, MO

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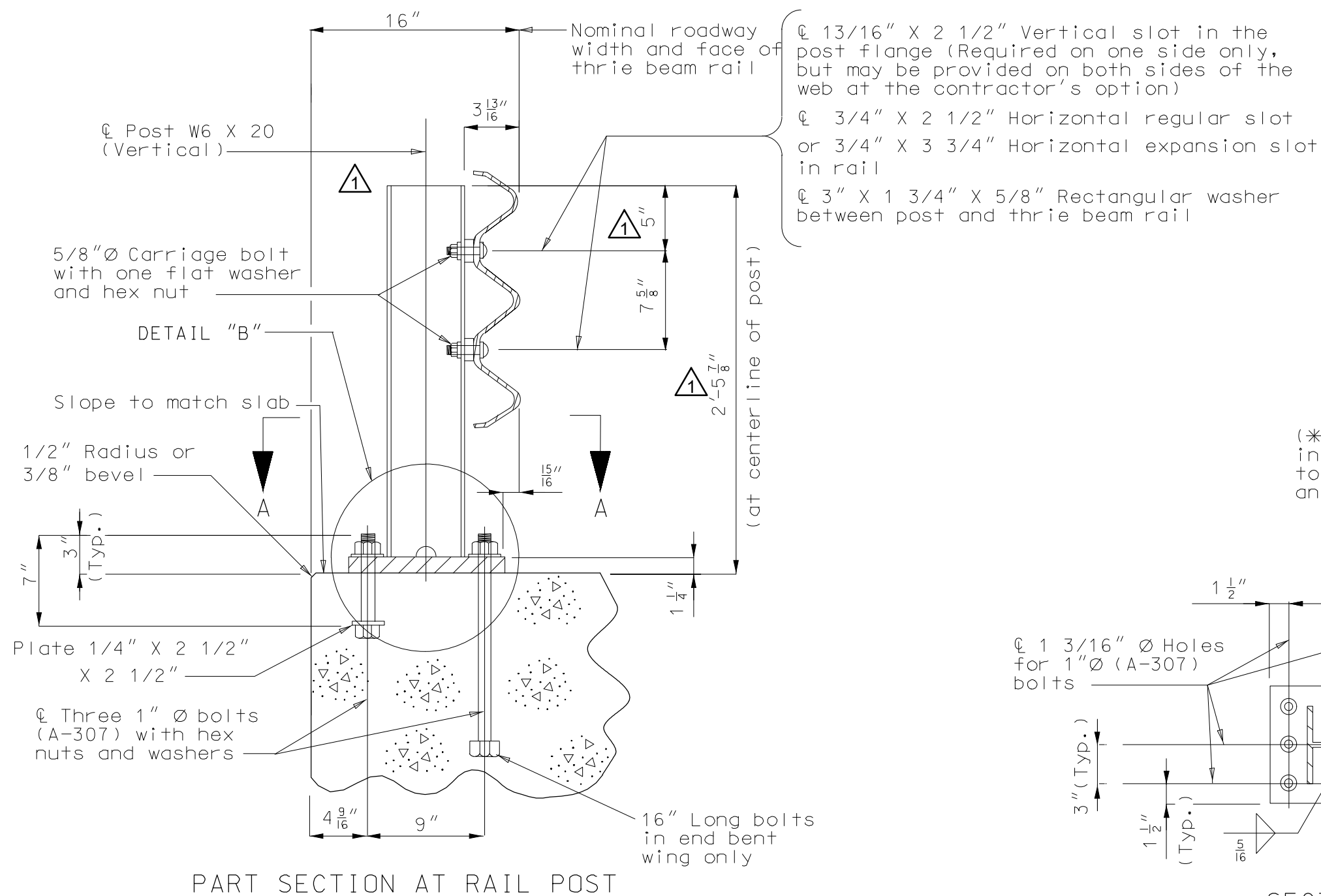
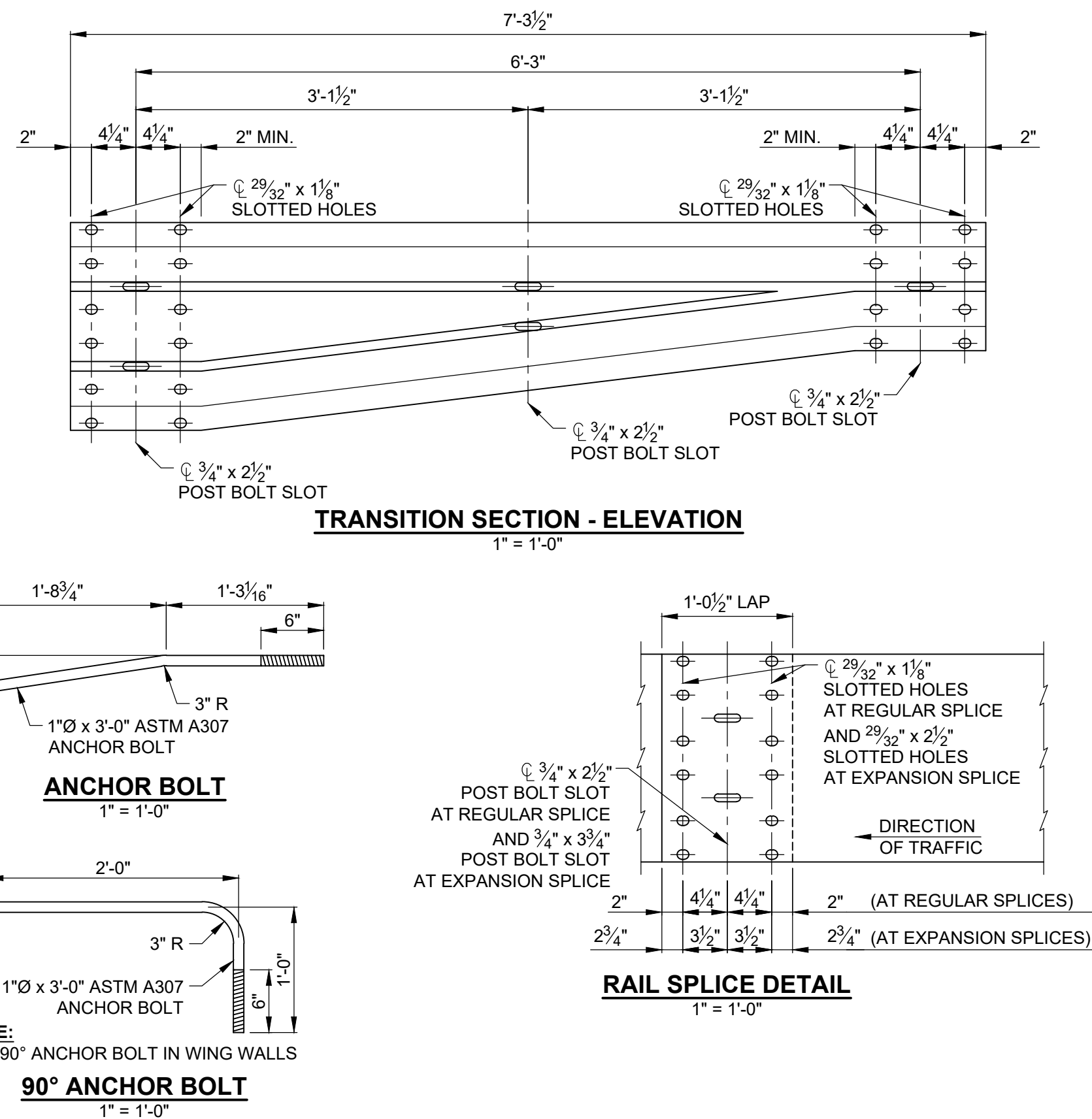
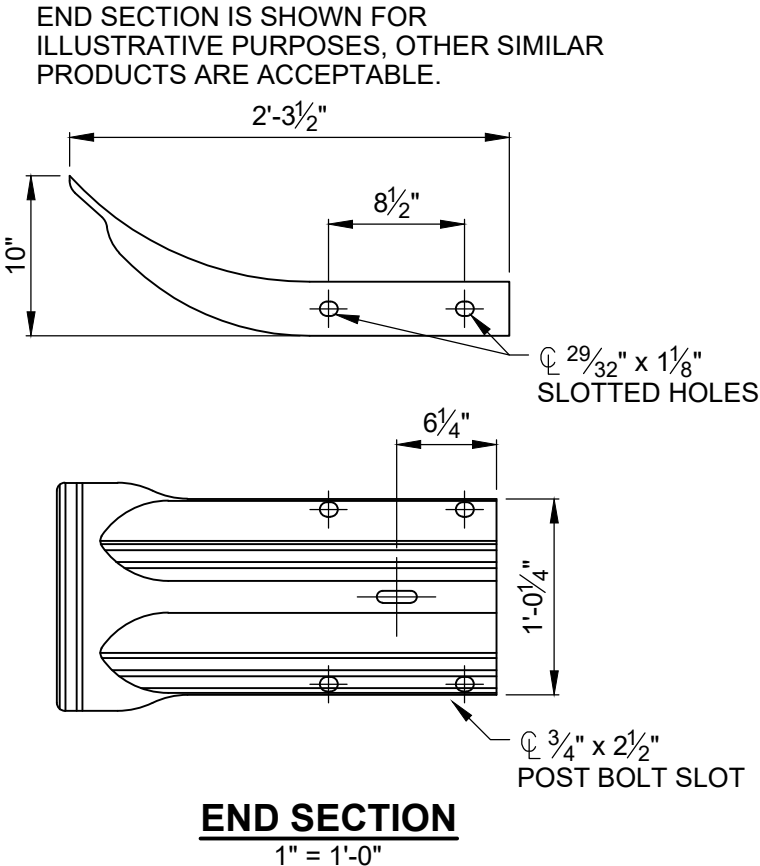
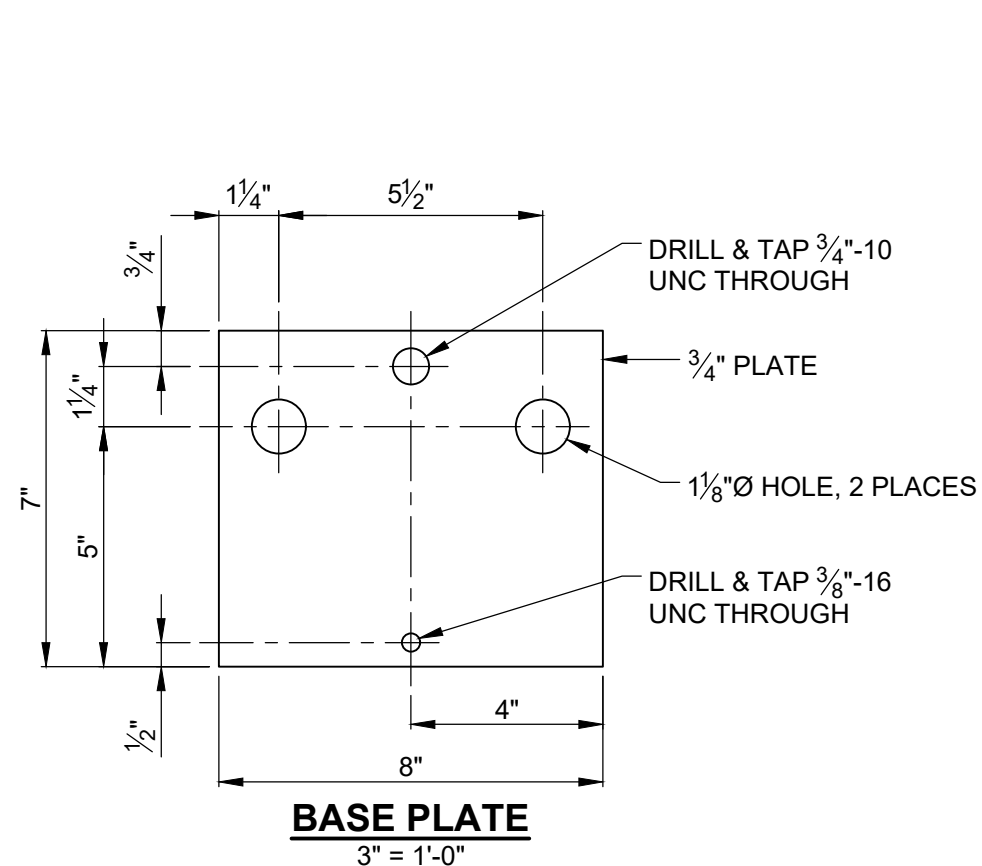
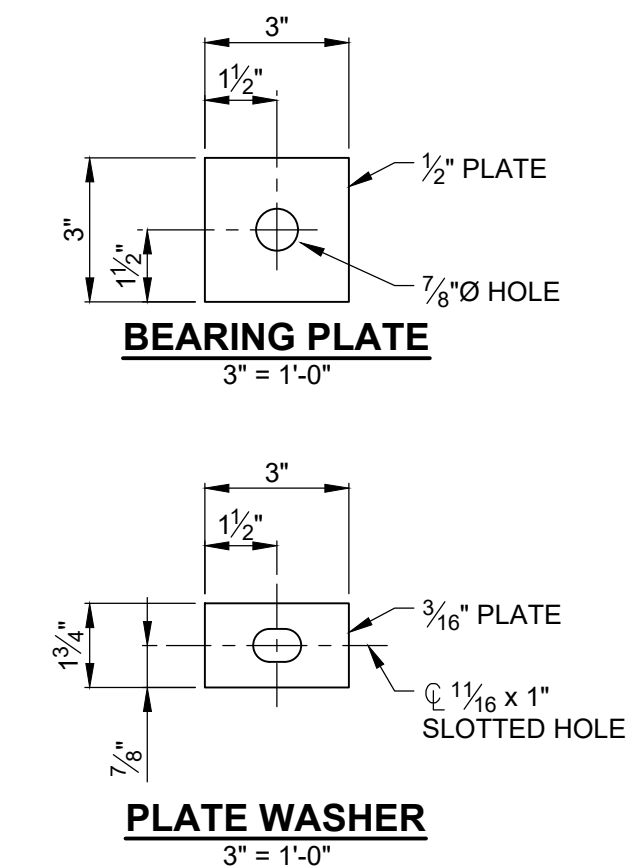
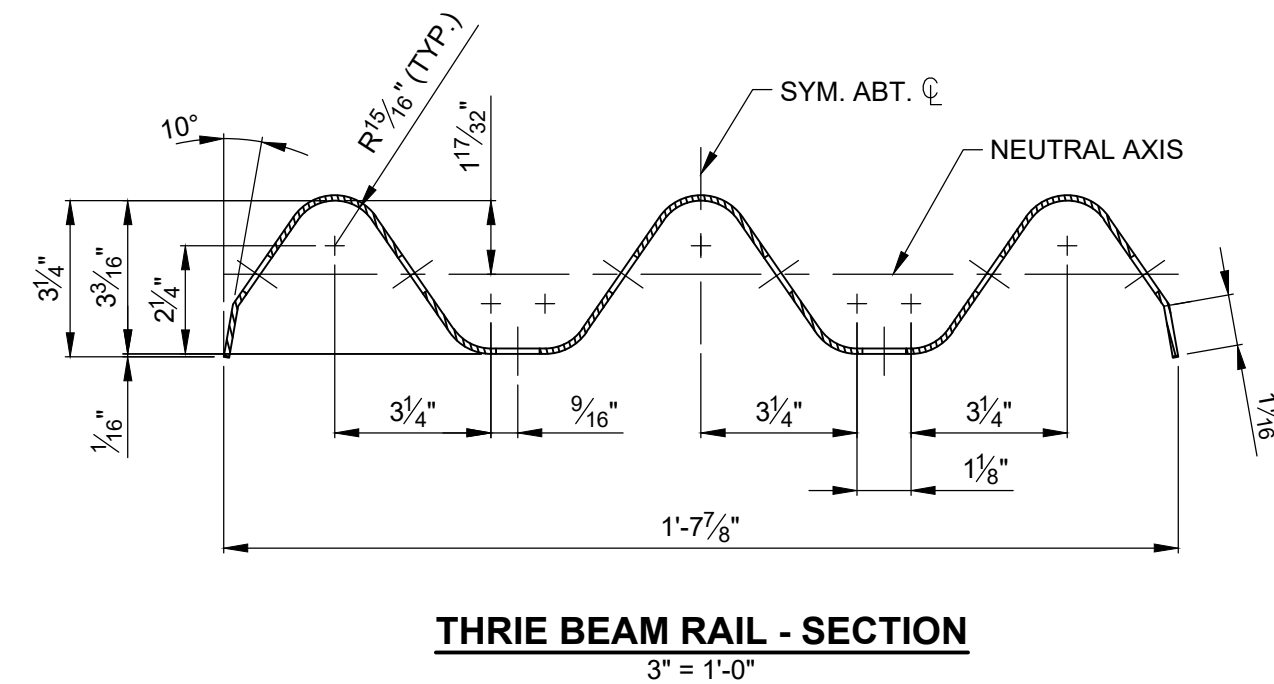
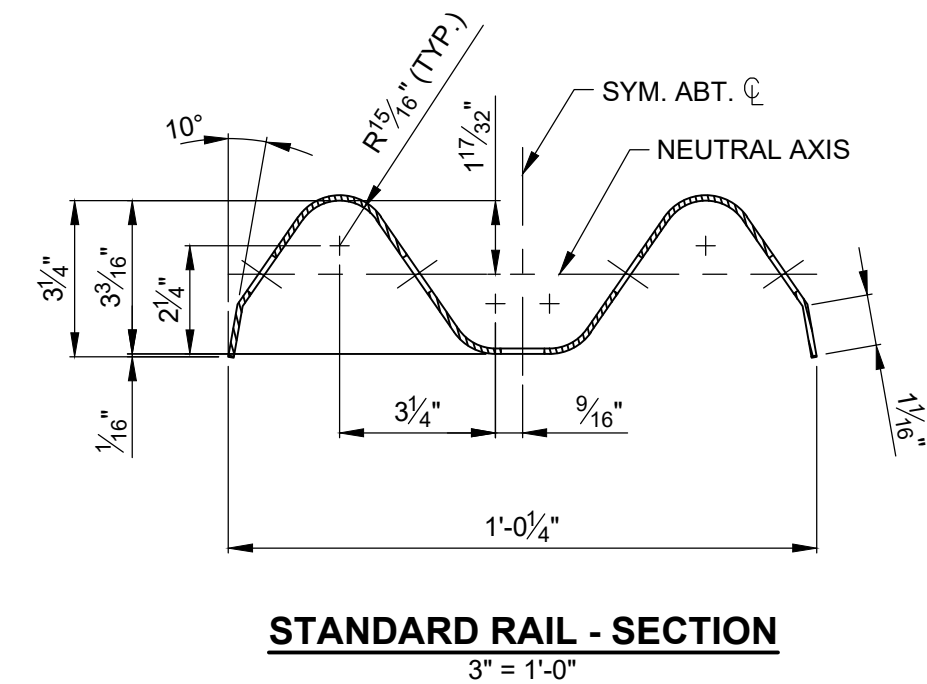
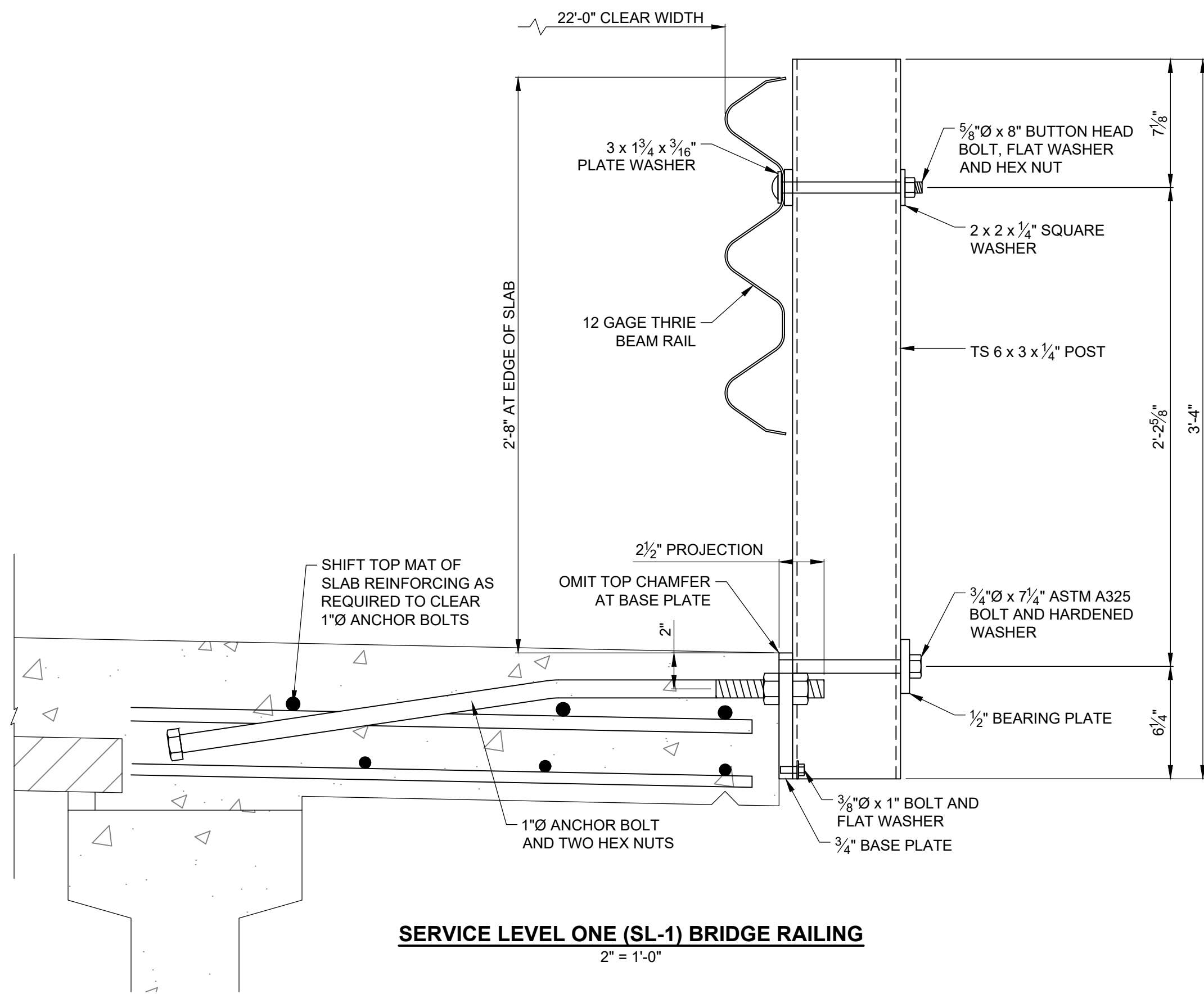
AT END OF DRILLING —

NOTES PROBABLE BACKFILL AT ABUTMENTS

AFTER DRILLING —

DEPTH (ft)	GRAPHIC LOG	MATERIAL DESCRIPTION	Depth	DRILLING METHOD	SAMPLE TYPE NUMBER	RECOVERY % (RQD)	BLOW COUNTS (N VALUE)	POCKET PEN. (tsf)	Unconfined Qu, (tsf)	MOISTURE CONTENT (%)	ATTERBERG LIMITS		
											LIQUID LIMIT	PLASTIC LIMIT	PI / LI
0		GRAVEL AND BROWN LEAN CLAY, MOIST, STIFF	0										
1		DARK GRAY BROWN LEAN CLAY, MOIST, STIFF	1		SS		6-5-5 (10)	2.5		15.9			
2			2		SS		4-5-4 (9)	2		22.8			
3			3										
4			4		SS		2-3-3 (6)	1.5		25.4			
5		YELLOW BROWN LEAN CLAY WITH 10% TO 30% CHERT, MOIST TO VERY MOIST, MEDIUM FIRM	5										
6		YELLOW BROWN SHALEY FAT CLAY WITH 10% TO 30% CHERT, GRAY MOTTLES, MOIST, STIFF TO VERY STIFF	6										
7			7										
8			8										
9			9		SS		7-4-7 (11)	2.5	3.06	17.7	29	16	13 0.13
10			10										
11			11										
12			12										
13			13										
14		LIMESTONE, FRESH, MODERATELY STRONG, MODERATELY HARD	14		SS		7-7-10 (17)	4.5		16.4			
15			15										
16		YELLOW BROWN LIGHT GRAY AND MAROON WEATHERED SHALE WITH CHERT AND WEATHERED SANDSTONE	16										
17			17										
18		EMBEDDED CHERT, VERY HARD, DRILLED 1 INCH WITH 120 PSI PULL DOWN PRESSURE FOR 10 MINS.	18										
Bottom of borehole at 18.3 feet.													

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NOTES:

DESIGN CRASH TESTED FOR AASHTO SERVICE LEVEL 1 AND WILL PROVIDE AN EQUIVALENT TL-2 RATING IN ACCORDANCE WITH THE CRITERIA OF NCHRP REPORT 350.

ALL BOLTS, NUTS, WASHERS AND PLATES ARE CONSIDERED AS PART OF THE RAIL FOR PAYMENT.

ALL STEEL CONNECTING BOLTS, POSTS, RAILING, ANCHOR BOLTS, NUTS, WASHERS AND PLATES SHALL BE GALVANIZED AFTER FABRICATION. FOR PROTECTIVE COATING AND MATERIAL REQUIREMENTS, SEE SECTION 1040.

TAPPED HOLES IN BASE PLATE SHALL BE SUFFICIENTLY OVERSIZED TO ACCOMMODATE GALVANIZED BOLTS.

RAIL POSTS SHALL BE SET PERPENDICULAR TO ROADWAY PROFILE GRADE AND VERTICALLY IN CROSS SECTION.

5/8" x 1/2" BUTTON HEAD OVAL SHOULDER BOLTS WITH HEX NUTS SHALL BE PROVIDED AT ALL SLOTS IN RAIL SPLICES (THICKNESS OF HEX NUTS = 3/8").

MINIMUM LENGTH OF THRIE BEAM RAIL SECTION IS EQUAL TO ONE POST SPACE.

THRIE BEAM RAIL SHALL BE MADE OF STEEL AND SHALL BE 12 GAGE.

BASE PLATES, BEARING PLATES, SQUARE AND PLATE WASHERS SHALL BE FABRICATED FROM ASTM A36 STEEL.

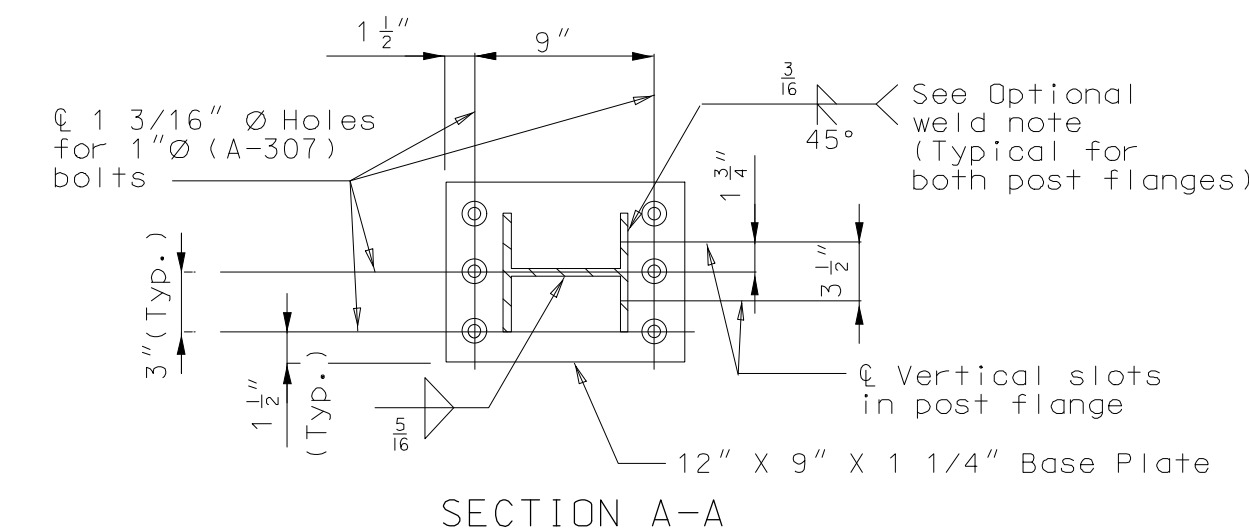
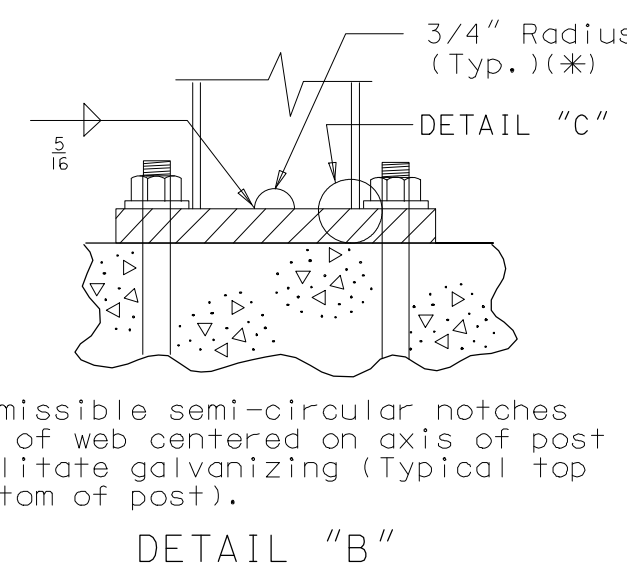
POSTS SHALL BE FABRICATED FROM ASTM A500, GRADE B STEEL.

PLATE WASHERS SHALL BE USED AT ALL POSTS (BETWEEN THE BOLT HEAD AND THRIE BEAM RAIL). THEY SHALL BE RECTANGULAR IN SHAPE (3 x 1 1/4 x 3/16") AND FLAT, OR WHEN NECESSARY, OF SUCH DESIGN TO FIT THE CONTOUR OF THE BEAM. PLATE WASHERS SHALL HAVE 1/16" x 1" SLOT.

FABRICATION OF STRUCTURAL STEEL SHALL BE IN ACCORDANCE WITH SECTION 712.

ALL LAP SPLICES SHALL BE MADE IN THE DIRECTION OF TRAFFIC.

EXPANSION SPLICES IN THRIE BEAM RAIL ARE NORMALLY NOT REQUIRED, BUT SHALL BE PROVIDED AT LOCATIONS SO THAT THE MAXIMUM LENGTH WITHOUT EXPANSION PROVISIONS DOES NOT EXCEED 200 FEET. AT EXPANSION SLOTS IN THE THRIE BEAM RAILS, TIGHTEN BOLTS, BACK OFF ONE-HALF TURN AND BURR THREADS.



Note: Optional welding of the post to the base plate is a 3/8" fillet weld all around (including the edges of the post flanges) in lieu of the weld shown.

RAIL POST AT BENT

N.T.S.

DRAWING INFO.		REVIEWS		FIELD INFO.	
NO.	DESCRIPTION	BY	DATE	FIELD BY:	FIELD DATE:
1	ADDENDUM #1 (REMOVE CAP RAIL)	CAW	7/27/2020	CAW	8/7/2019
				GDS	
				DATE:	8/7/2019
				FIELD BOOK:	
				JOB NUMBER:	19KCT0003