

## **Addendum NO 1**

**ISSUED BY:**           *Great River Engineering  
2826 S. Ingram Mill Rd.  
Springfield, Missouri 65804  
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(417) 886-7591 --- FAX*

**DATE:**               September 15, 2020

**FOR:**               **Phelps County Bridge BRO-B081(13)**

The attached revisions hereby supersede any and all data with which they may conflict as indicated on the Drawings, Specifications and related documents issued in the original set. Each trade is responsible for changes in its work caused by changes in the work of other trades. This addendum is a part of and shall be attached to the original set of plans and specifications for the work.

**Notification:** There have been no changes or addendums prior to this addendum.

### **Changes to:**

#### **Invitation to Bid**

The Bid Opening date has been changed to Tuesday, September 22, 2020 at 10:00AM. Location to remain the same.

### **Questions/Clarifications:**

1. What is the angle between the road CL and the culvert CL? It appears to be not 90 degrees. So, we will need this angle to determine the skew of each end of the PCBC.

The angle between CL roadway and CL culvert is approximately 109 degrees 30 minutes and 34 seconds.

2. To confirm the over-all length of the PCBC; using MoDOT's standard designs, the 25 LF of barrel is normally measured to the inside (dirt side) of the 20" wide headwalls. Is this the case for this PCBC?

The overall length of the PCBC is 25' from inlet to outlet including the headwalls.

3. What is the angle between each wingwall and the CL of the PCBC? On the drawings it appears to be more than the 20 degrees which MoDOT shows as standard for flared end sections.

All are approximately 45 degrees except for the northwest wingwall which is approximately 72 degrees. The northwest wingwall is different because it ties into the bridge abutment/wingwall.

4. What is the length of each wingwall? And should we assume a 2:1 slope along the length of each wingwall, per MoDOT?

Yes, each wingwall is approximately 2:1 slope. The northwest wingwall is approximately 14.2' long, the northeast and southeast wingwalls are approximately 6.28' long, and the southwest wingwall is approximately 9.37' long.

5. Should we assume a C-I-P connection by the contractor between the precast wingwall which reaches the end of the bridge abutment?

Yes, this is an acceptable assumption.

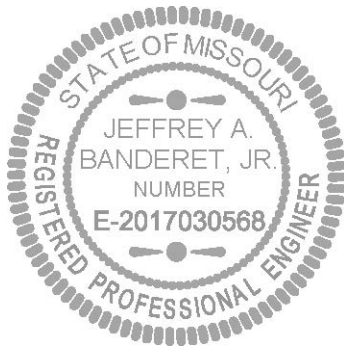
6. Would a combination of precast and C-I-P be allowed for the box culvert crossing?

Yes, that is acceptable.

## Plans

On Sheet C4, the location of each Crashworthy End Terminal was clarified by updating the note for each.

**There are no other clarifications or changes included with this Addendum.**



# **INVITATION TO BID**

## **MARTIN SPRINGS ROAD (CR 7100) BRIDGE REPLACEMENT OVER LITTLE BEAVER CREEK**

Sealed bids for the Proposal for the Construction of Phelps County Bridge #25400101 BRO-B081(13) Replacement will be received at: Phelps County Commission, 200 N. Main St., Rolla, MO 65401, until 10:00 A.M. (Prevailing Local Time) on the 22nd day of September 2020, at the office of the Phelps County Courthouse - Commission's Office, and at that time will be publicly opened and read. All bids shall be submitted as a Hard Copy.

The proposed work includes:

Construction of a single span 90-foot long NU-35 prestressed girder bridge along with driven H-piles, precast concrete box culvert, guardrail, and asphalt approach roadway in accordance with the plans and specifications. The project is located on CR 7100 and CR 7000, just west of the City limits of Rolla, MO, Section 17, Township 37N, Range 8W.

A digital copy of the plans and specifications may be purchased through the office of Great River Engineering (GRE), at 2826 S. Ingram Mill, Springfield, MO 65804 (417-886-7171) upon payment of \$75.00, which is not refundable. All bidders must purchase plans through Great River Engineering, Inc. and be on the planholder list in order to bid the project.

All labor used in the construction of this public improvement shall be paid a wage no less than the prevailing hourly rate of wages of work of a similar character in this locality as established by the United States Department of Labor (Federal Wage Rate), or by the Missouri Department of Labor and Industrial Relations (State Wage Rate), whichever is higher.

The Phelps County Commission hereby notifies all bidders that it will affirmatively ensure that in any contract entered into pursuant to this advertisement, businesses owned and controlled by socially and economically disadvantaged individuals will be afforded full opportunity to submit bids in response to this invitation and will not be discriminated against on the grounds of race, color, religion, creed, sex, age, ancestry, or national origin in consideration for an award.

All bidders must be on MoDOT's Qualified Contractor List per Section 102.2 of the Missouri Standard Specifications for Highway Construction, 2020 Edition including all revisions. The contractor questionnaire must be on file 7 days prior to bid opening.

Contractors and sub-contractors who sign a contract to work on public works projects shall provide a 10-Hour OSHA construction safety program, or similar program approved by the Department of Labor and Industrial Relations, to be completed by their on-site employees within sixty (60) days of beginning work on the construction project.

A certified cashier's check or a bid bond in the amount of 5% shall be submitted with each proposal.

The Phelps County Commission reserves the right to reject any or all bids.

The project will be awarded to the lowest, responsive, responsible bidder.

The DBE Goal for this project is 5%.

No 2nd tier subcontracting will be allowed on this project.

Phelps County Commission

PHELPS COUNTY COMMISSION  
BRO-B081(13)  
INVITATION TO BID

