



## **BID 21MCO576**

### **In response refer to BID No. 21MCO576 Addendum 4 and Response to Questions from Pre-Bid Meeting April 23, 2021**

Gentlemen/Ladies:

In this Addendum, the following changes are being made to the original bid documents:

REVISED PART E OF ATTACHMENT A – replacement bid quantities pages as well as an alt bid qty page

REVISED & ADDITIONS OF ATTACHMENT B – revisions and additions made to the drawings

ATTACHMENT C -ENGINEERING REPORT

ATTACHMENT D – BOX CULVERT FOUNDATION DETAILS

The following questions were asked during the mandatory pre-bid meeting and are hereby answered. All other questions are due May 6, 2021, per Addendum 3:

1. When will preliminary footing and headwall details be made available by Contech to Contractors?  
**Contech has provided the preliminary details. See attachments.**
2. Please confirm footing dimensions as well as type of concrete and reinforcement.  
**Please see answer to Question 1. Concrete shall be 4,000 psi.**
3. Headwall bid item says “Contech BridgeCor System” please confirm if Contech providing or all CIP concrete.  
**Please see above. Headwall is intended to be cast-in-place.**
4. Headwall bid item says “Contech BridgeCor System” please confirm if Contech providing or all CIP concrete.  
**Please see above. Headwall is intended to be cast-in-place.**
5. Is there a cast-in place option for the concrete work on the project?  
**Midland County and Dunaway will not be providing this option for the drainage structure.**
6. Are the culvert headwalls laid out at a skew to the project?  
**The culvert headwalls are parallel to the roadway.**
7. What is the top and bottom elevation (top of wall to top of footing) for each wingwall? And is it the same from one end to the other?  
**The wingwalls are intended to be the same from beginning to end. The top of wingwall elevations shall be constant with top of headwall elevations shown on Sheet 13. The top of footing elevation shall be constant with the top of foundation footing elevations.**

8. Are there any expansion joints or construction joints in the wingwalls? And if so at what interval.

Contractor to follow TxDOT detail for concrete parallel wingwalls, as shown on Sheet 9.

9. Clarify backfill type granular material, flowable fill in notes.

Please see answer from Question 13.

10. Bore 13 shows a PI of 12. This is outside the design specification. If this occurs at the location how will that be handled?

Please see answer from Question 13.

11. Evaluate use of construction fill versus engineering fill for bringing footing ground back to grade.

Please see answer from Question 13.

12. Where the provided geotechnical report requirements are less than the required Contech design requirements, which set should be used/rules?

The Contech design requirements shall be followed from headwall to headwall, across the structure. The Geotechnical Report shall be followed in all other instances. Unless stated otherwise herein.

13. From the Pre-Bid and RFI Questions received, our understanding is that contractors are trying to determine:

- a. what is over excavated and backfilled,

The foundation footers shall be over excavated and backfilled in accordance with Section 7 of the Geotechnical Report. The headwall is placed on top of the foundation footers, therefore, over excavation is not required. Wingwall footers shall follow the Section 8 of the Geotechnical Report.

- b. what is backfill (granular) vs. flowable fill,

The BridgeCor Structure is intended to use flowable fill from top of foundation footers up to a minimum of 8 foot. Flowable fill shall be placed symmetrically on each side of the arches in even lifts. The total flowable fill envelope is from headwall to headwall and 8 feet beyond the outside arches.

- c. use of on-site material backfill vs. engineered structural backfill, and

Engineered structural backfill (Flexible base material) shall be used between headwalls and wingwalls and above the BridgeCor and flowable fill. Use of onsite material for backfill shall be allowed outside of the bridge structure and against the wingwalls for grading outside of the roadway.

- d. the backfill between the drainage structure and the bottom of the pavement structure.

The backfill from the drainage structure and flowable fill to the bottom of the concrete pavement shall be flexible base material.

14. T66 bridge rail is shown on top of the wingwalls. T223 bridge rail could be installed for 1/3 the cost of T66.

The safety barrier system is intended to be a separate entity from the headwalls and wingwalls of the BridgeCor system. Due to limited depth, a standard metal beam guard fence cannot be used. The proposed safety barrier system shall be attached to the concrete pavement to provide adequate structural support. An alternate bid tab is provided for contractors to provide pricing for the T223.

15. The plans show the concrete pavement being 32' wide between the wingwall leaving a dirt gap between the two. Shouldn't the concrete pavement extend to the wingwall?

The space referenced shall be a concrete mow strip, as shown in the detail on Sheet 9.

16. Sheet 3, 'Typical Concrete Sections', in Attachment B has ½" dowel listed with the 'Expansion Joint' detail and ¾" dowel listed with the 'Joint Detail No. 1 detail'. Which size should be used/rules?

The ½" dowel described in the 'Expansion Joint' detail should be used. See the Addendum for the corrected 'Joint Detail No. 1'.

17. Is it possible for the pavement Crown transition into Single Slope to not be done in concrete?

See revised sheets. The transitions have been relocated to occur within the asphalt sections.

18. The location where barbed wire is shown to be installed on the plans in 'Attachment B' has newly installed barbed wire. How does this change the Bid Item Quantities for barbed wire?

The new quantity of barbed wire for installation is zero.

19. What is the Engineer's Estimate for this project?

This information will not be made public by Midland County.

20. What is the time allowed for this project?

The Contract states that each bid should include the duration in Calendar Days to complete the work from NTP. The Contract also reads:

*5.2 Time Is of The Essence: Time is of the essence of each and every portion of this contract and of the specifications wherein a definite and certain length of time is fixed for the performance of any act whatsoever; and where under the contract an additional time is allowed for the completion of any work, the new time limit fixed by such extension shall be of the essence of this contract.*

*5.3 Late Completion: It is hereby understood and mutually agreed, by and between Company and the County, that the date of beginning and the time for completion as specified in the contract of the work to be done hereunder are essential conditions of this contract; and it is further mutually understood and agreed that the work embraced in this contract shall be commenced on a date to be specified in the Notice to Proceed. Company agrees that said work shall be prosecuted regularly, diligently, and uninterruptedly at such rate of progress as will insure full completion thereof within the time specified. It is expressly understood and agreed, by and between Company and the County, that the time for the completion of the work described herein is a reasonable time for the completion of the same, taking into consideration the average climatic range and usual industrial conditions prevailing in this locality.*

*This project in particular has the additional variable of significant material fabrication and delivery durations that may not be fully determined at bid time. A duration of 150 Calendar Days from NTP should be utilized by all bidders as an assumption of receipt of materials from the materials provider. Additional time from that point in time should be*

*included in the bid response. All reasonable time frames for completion of the project will be accepted as responsive and responsible.*