



ADDENDUM NO. 1

Project: City of Owosso Bridge Engineering Services
Gould Street Bridge over Shiawassee River

Date: July 10, 2013

No. of Pages: 1

**Date & Hour
of Return of RFP:** Tuesday, July 16, 2013

The Above RFP is amended as follows: **ALL OTHER TERMS AND CONDITIONS REMAIN THE SAME.**

The purpose of this addendum is to provide answers to questions in reference to the above mentioned RFP.

Q: Is a copy of the bridge application available?

A: Yes, a copy is attached.

Q: How many copies of proposal does the City want?

A: Four (4) copies are preferred. Please provide four (4) copies of signed proposal in the properly marked packet.

The attached pages containing clarifications, additional information and requirements constitute an integral part of the referenced bid. Sign and submit this Addendum with attachment(s) in the bid/proposal package.

1. If your bid/proposal has not been mailed, substitute/add the pages marked REVISED and mail your entire bid/proposal package.
2. If your bid/proposal has been mailed, sign and return this addendum form with the revised pages by the time and date indicated on the RFP.

I acknowledge receipt of Addendum No. 1.

(PLEASE TYPE OR PRINT BELOW)

LEGAL NAME OF BIDDER: _____

MAILING ADDRESS: _____

CITY, STATE, ZIP: _____

TELEPHONE NUMBER _____ EMAIL I.D. _____ FAX # _____

BY: SIGNATURE: _____

OF AUTHORIZED REPRESENTATIVE

NAME (typed/printed) _____ TITLE: _____



301 WEST MAIN STREET • OWOSSO, MICHIGAN 48867-2958

May 27, 2008

Mark Harrison
Local Agency Programs-Design Div.
P.O. Box 30050
Lansing, Mi 48909

Dear Mr. Harrison,

The Gould Street Bridge was built in 1978. The expansion joint has developed several leaks that are beginning to affect the beams below the leaks. We believe it is critical that this expansion joint be replaced to stop the deterioration of the beams and diaphragms. The beam ends over the south pier need to be cleaned and painted. Four of the diaphragms at the south pier are badly deteriorated with at least one with 100% section loss. Six of the rocker arm are tilted and need to be reset. The asphalt approaches have also settled at least one inch and we would like to include the cost to mill and cap this area to eliminate the settlement. The bridge overall is in pretty good shape, it just needs some preventative maintenance work to extend its life at least another 30 years.

Gould Street is the only roadway that connects M-71 and M-21. It is the vital link between the industrial park to the southwest and the two state trunklines. Gould Street is the main connection for the neighborhood to the south and the High School to the north and the shopping district on east M-21. Gould Street carries 9300 vehicles per day; this is the busiest street in the city. The importance of Gould Street to the economic well being of the City and the area cannot be over stated.

Because Gould Street is four lanes wide, it is planned to do the expansion joint replacement by half width construction and maintain traffic in the other two lanes.

The sidewalks at the bridge approaches have been replace once and will be replaced again in 2008. The asphalt at the bridge approaches have been milled and repaved once before and needs to be done again. Other than those items, little maintenance has been needed on this bridge.

Note: This is the City's Priority Number 1 for funding in 2011.

Preventative Maintenance Cost Breakdown

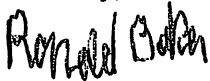
Design Engineering	\$8,000
Construction Engineering	<u>\$8,000</u>
Total	\$16,000

Construction Estimate

<u>ITEMS</u>	<u>QUANTITY</u>	<u>UNIT COST</u>	<u>TOTAL</u>
Approach Maintenance	1 ls	\$8,000	\$ 8,000
Expansion Joint Replacement	91 ft	460.00	41,860
Diaphragm Replacement	4	4,000	16,000
Rocker Arm Realignment	6	1500	9,000
Clean and Paint Beam Ends	1 ls	15,000	15,000
Traffic Control, Part Width Const.	1 lump sum	10,000	<u>10,000</u>
		Sub Total	99,860
Contingency		20%	<u>20,000</u>
			119,860
Inflation		16%	<u>19,000</u>
		Total	138,860

Thank you for your consideration of this **preventative maintenance** project. Your help will be greatly appreciated.

Sincerely,



Ronald Baker P.E.
City Engineer

989 725 0551

MDOT Bridge ID

7651084 0010900B02

Control Section

7651084 0..

NBI Bridge ID

764510800109B02

Struct Num

9892

Region

06

TSC

6A

County

76

City Resp

5108

City Location

5108

7- Facility Carried

GOULD STREET

6- Feature Intersected

SHIAWASSEE RIVER

9- Location

IN OWOSSO

Latitude

42 59' 34.59"

Longitude

84 9' 27.38"

Owner

4

Maint Resp

4

Bridge History, Type, Materials

27 - Year Built	1978
106 - Year Reconstructed	
202 - Year Painted	-1
203 - Year Overlay	-1
43 - Main Span Bridge Type	3 32
44 - Appr Span Bridge Type	-1
77 - Steel Type	4
78 - Paint Type	0
79 - Rail Type	6
80 - Post Type	0
107 - Deck Type	1
108A - Wearing Surface	1
108B - Membrane	0
108C - Deck Protection	0

Structure Dimensions

34 - Skew	45
35 - Struct Flared	0
45 - Num Main Spans	3
46 - Num Apprs Spans	0
48 - Max Span Length	86
49 - Structure Length	250
50A - Width Left Curb/SW	5.91
50B - Width Right Curb/SW	5.91
33 - Median	0
51 - Width Curb to Curb	52.0
52 - Width Out to Out	66.27
112 - NBIS Length	Y

Inspection Data

90 - Inspection Date	05/20/2008
91 - Inspection Freq	24
92A - Frac Crit Req/Freq	N
93A - Frac Crit Insp Date	
92B - Und Water Req/Freq	N
93B - Und Water Insp Date	
92C - Oth Spec Insp Req/F..	N
93C - Oth Spec Insp Date	
176A - Und Water Insp Met..	2
58 - Deck Rating	6
58A - Deck Surface Rtg	6
59 - Superstructure Rating	5
59A - Paint Rating	2
60 - Substructure Rating	7
61 - Channel Rating	6
62 - Culvert Rating	N

Navigation Data

38 - Navigation Control	0
39 - Vertical Clearance	0
40 - Horizontal Clearance	0
111 - Pier Protection	
116 - Lift Brdg Vert Clear	

Route Carried By Structure(ON Record)

5A - Record Type	1
5B - Route Signing	5
5C - Level of Service	0
5D - Route Number	00000
5E - Direction Suffix	0
10L - Best 3m Unclr-Lt	0 0
10R- Best 3m Unclr- Rt	99 99
PR Number	
Control Section	0
11- Mile Point	0.0
12- Base Highway Network	0
13- LRS Route-Subroute	000.. -
19- Detour Length	0
20- Toll Facility	3
26- Functional Class	17
28A - Lanes On	4
29 - ADT	6426
30 - Year of ADT	1995
32- Appr Roadway Width	48.0
32A/B - Ap Pvt Type/Width	4 48.0
42A- Service Type On	5
47L - Left Horizontal Clear	0.0
47R- Right Horizontal Clear	51.8
53- Min Vert Clr Ov Deck	99 99
100- STRAHNET	0
102 - Traffic Direct	2
109 - Truck %	10
110 - Truck Network	0
114 - Future ADT	7000
115 - Year Future ADT	2005
Freeway	0

Structure Appraisal

36A- Bridge Railing	1
36B-Rail Transition	0
36C- Approach Rail	0
36D- Rail Termination	0
67- Structure Evaluation	6
68- Deck Geometry	
69- Underclearance	
71- Waterway Adequacy	8
72- Approach Alignment	8
103- Temporary Structure	
113- Scour Criticality	6

Miscellaneous

37- Historical Significance	5
98A- Border Bridge State	
98B- Border Bridge %	
101- Parallel Structure	N
EPA ID	
Stay in Place Forms	9

Route Under Structure(UNDER Record)

5A - Record Type	
5B - Route Signing	
5C - Level of Service	
5D - Route Number	
5E - Direction Suffix	
10L - Best 3m Unclr-Lt	
10R- Best 3m Unclr- Rt	
PR Number	
Control Section	
11- Mile Point	
12- Base Highway Network	
13- LRS Route-Subroute	
19- Detour Length	
20- Toll Facility	
26- Functional Class	
28A - Lanes Under	
29 - ADT	
30 - Year of ADT	
42B- Service Type Under	5
47L - Left Horizontal Clear	
47R- Right Horizontal Clear	
54A - Left Feature	N
54B- Left Underclearance	99 99
54C- Right Feature	N
54D- Right Underclearance	99 99
Under Clearance Year	-1
55A - Reference Feature	N
55B- Right Horiz Clearance	327.8
56- Left Horiz Clearance	0
100- STRAHNET	
102 - Traffic Direct	
109 - Truck %	
110 - Truck Network	
114 - Future ADT	
115 - Year Future ADT	
Freeway	

Proposed Improvments

75 - Type of Work	
76- Length of Improvement	
94- Bridge Cost	
95- Roadway Cost	
96- Total Cost	
97- Year of Cost Estimate	

Load Rating and Posting

31- Design Load	6
41- Open, Posted, Closed	A
63- Oper Rtg Method	2
64F- Fed Rtg Method	83.6
64M- Mich Oper Rtg	9 109
65- Inv Rtg Method	2
66- Inventory Load	35.5
70- Posting	5
141- Posted Loading	-1
195- Analysis ID	
193- Overload Class	

Facility GOULD STREET	Federal Structure ID 764510800109B02	Inspector Name eric johnston	Agency/Consultant rowe incorporated	Inspection Date 05/20/2008	Legend 9 New 7-8 Good 5-6 Fair 3-4 Poor 2 or Less Critical		
Feature SHIAWASSEE RIVER	Latitude 42 59' 34.59"	Longitude 84 9' 27.38"	Struc Num 9892	Insp Freq 24		Insp Key XWSC	
Location IN OWOSSO	Length 250	Width 66.27	Year Built 1978	Year Recon 		Br Type 3 32	Scour Eval 6

04 06 08

NBI INSPECTION

DECK

- | | | | | |
|---|---|---|---|--|
| 1. Surface
SIA-58A | 6 | 6 | 6 | Structural Concrete Deck - minor transverse cracks, more noticeable in the North Span spacing between cracks between 5 and 10 feet. (08)
(06)
Minor transverse cracks. Most noticeable in north span. Concrete deck with diamond grinding?? (top layer milled off) (04) |
| 2. Expansion
Jts | 5 | 5 | 4 | Joint at the sidewalk on the south pier, east side is badly deteriorated. Leaking on beam ends more than 5% of length. (08)
North and south expansion joints leaking throughout. (06)
Seals gone over bolts - south pier. Snow plow damage at sidewalks & leaking onto pier. (04) |
| 3. Other
Joints | 5 | 5 | 5 | Neprene joint over the north pier is losing seal and leaking on beam ends. (08)
Rocker on west side of south pier is tilted inward +/- 10 deg. 5% sec. loss on 2nd beam in from west on hanger & beam. Sec. loss beginning to occur on all hangers < 2%. (06)
Neoprene joint losing seal - Leaking on east side. (04) |
| 4. Railings | 7 | 6 | 5 | Concrete open parapet railing with single tube. Minor cracking on railing and moderate cracking and spalling to concrete posts, steel showing in some locations. Cracking and spalling approx. 5% of area, railing still sound and fair condition. (08)
Steel showing at spalls. Due to inadequate cover. (06)
Open parapet with single tube aluminum railing. Minor cracking. Posts spalling under parapet, both sides - not serious. (04) |
| 5. Sidewalks
or curbs | 7 | 7 | 7 | Concrete sidewalks - good condition. (08)
Good condition. (06)
Good condition. (04) |
| 6. Deck
Bottom
Surface
SIA-58B | | | 7 | Minor isolated cracks with leaching, more than 10' spacing. Spalling at south joint with transv. bars exposed. Overall good condition. (08)
(06)
(04) |
| 7. Deck
SIA-58 | 7 | 7 | 6 | Concrete Deck - see Surface Rating. (08)
N bay west side - spalling of 1" by 3 sq. ft. Spalls in every bay at south pier underside +/- 2 sq. ft. One crack between 4th & 5th from east +/- 4' long with effervescence. (06)
No leaking, good condition. (04) |
| 8. Drainage | | | | (08)
(06)
(04) |

SUPERSTRUCTURE

- | | | | | |
|-----------------------------|---|---|---|--|
| 9. Superstructure
SIA-59 | 7 | 6 | 5 | Self weathering steel beams. Approx. 10% sections loss to beam ends and link plates on beams at south pier. End Diaphragms have up to 100% section loss (between beams 1&2 from east at south pier). (08)
<2% sec. loss of hangers. (06)
Pin and hangers appear to be working freely. No section loss noted. (04) |
| 10. Paint
SIA-59A | N | N | 2 | Self weathering steel. (08)
(06)
A-588 beams. (04) |
| 11. Section
Loss | N | 2 | 1 | 10% LOS to Beams and Link Plates, 100% loss to secondary members (08)
+/- 5% at S. pier at exp. joint. (06)
-1 (04) |

Facility GOULD STREET	Federal Structure ID 764510800109B02	Inspector Name eric johnston	Agency/Consultant rowe incorporated	Inspection Date 05/20/2008	Legend 9 New 7-8 Good 5-6 Fair 3-4 Poor 2 or Less Critical	
Feature SHIAWASSEE RIVER	Latitude 42 59' 34.59"	Longitude 84 9' 27.38"	Struc Num 9892	Insp Freq 24		Insp Key XWSC
Location IN OWOSSO	Length 250	Width 66.27	Year Built 1978	Year Recon 		Br Type 3 3
	Scour Eval 6	No.Pins -1				

04 06 08

NBI INSPECTION

12. Bearings 7 4 Steel bearings in overall good condition, but rocker bearings on south pier are fully tilted to north and misaligned more heavily on west of bridge. (08)
See #3. 10% minor section loss on pin & hangers over south pier. (06)
South pier rockers tilted north. Progressively more east to west. North pier rockers vertical. (04)

SUBSTRUCTURE

13. Abutments SIA-60 7 8 7 Concrete Abutments - Good condition, some minor hairline cracks. (08)
Several hairline cracks. Not opened up. Mostly in south, one noted in north. (06)
No cracks noted. (04)

14. Piers SIA-60 7 7 7 Concrete Piers - Good Condition, some minor hairline cracks. (08)
(06)
No cracks noted. (04)

15. Slope Protection 5 5 5 Riprap along south abutment, concrete trail along north abutment. some erosion and deterioration. (08)
Breaking away from walk on north side. Paved walkway on north under bridge good condition. (06)
Breaking away from walk on north side. (04)

APPROACH

16. Approach Pavt 6 6 5 Deterioration within 5 feet of bridge ends with cold patch. Minor settlement at ends of bridge. (08)
Bituminous settlement 1' (+/-) both sides. Pot holes on north bound lanes, south side. Filled with cold patch. (06)
Bituminous settlement 1' (+/-) both sides. Pot holes on north bound lanes, south side. (04)

17. Approach Shldr Swalks 6 6 5 Some deterioration and wear to sidewalks. Approx 3" settlement at sidewalks in all 4 quadrants. (08)
(06)
Settlement 1 inch (+/-) all four quadrants. (04)

18. Approach Slopes (08)
(06)
(04)

19. Utilities 6 utility conduits under bridge west side. (08)
(06)
Telephone east side. Three conduits thru structure. Rating = 7. (04)

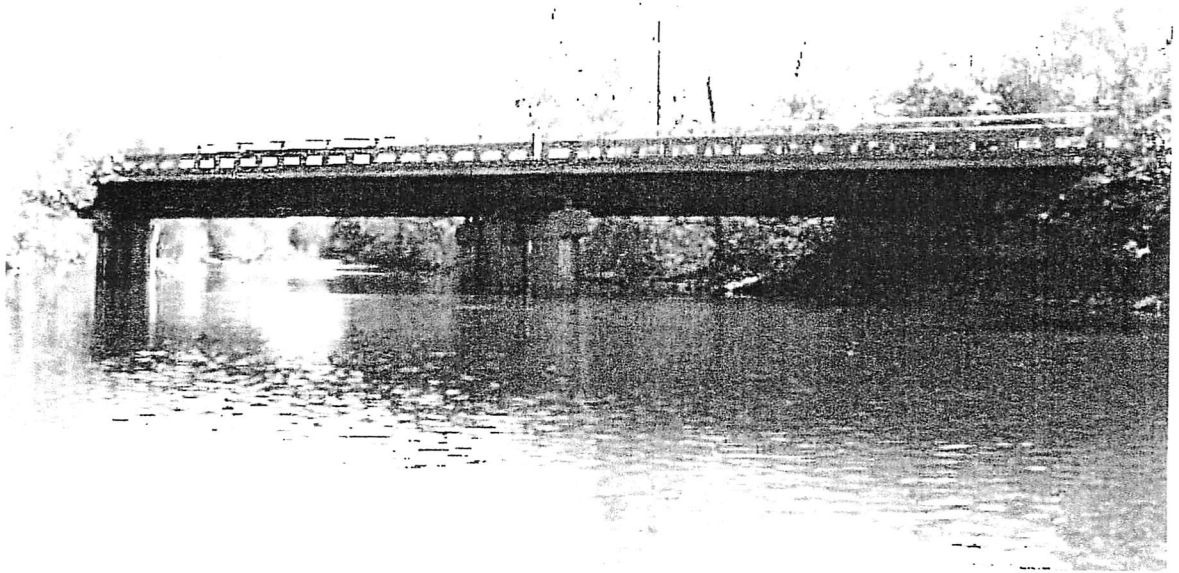
20. Channel SIA-61 7 6 6 Probed no scour. (08)
Trees and debris built up on upstream (E) piers. (06)
(04)

21. Drainage Culverts (08)
(06)
(04)

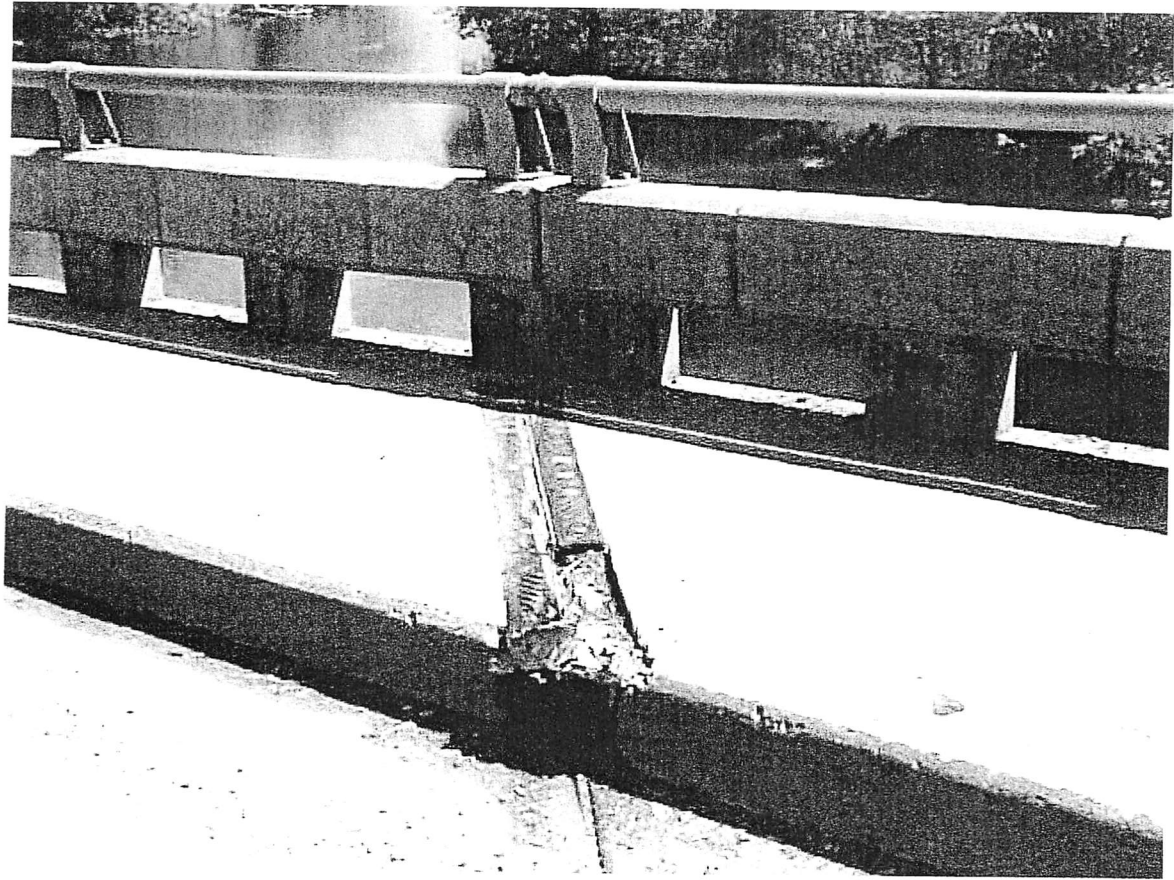
Guard Rail	Crit Feat Insp(SIA-92)	71 Watr Adeq <input type="checkbox"/> 8	General Notes GAG/PAC
36A <input type="checkbox"/> 1	Freq Date	72 Appr Align <input type="checkbox"/> 8	
36B <input type="checkbox"/> 0	92A Frac Crit <input type="checkbox"/> <input type="checkbox"/>	Temp Supp <input type="checkbox"/>	
36C <input type="checkbox"/> 0	92B Und. Watr <input type="checkbox"/> <input type="checkbox"/>	Hi Ld Hit (M) <input type="checkbox"/> 0	
36D <input type="checkbox"/> 0	92C Spl.Insp <input type="checkbox"/> <input type="checkbox"/>	Special Insp Equip. <input type="checkbox"/> 1	
	Fatg Sntv.Insp <input type="checkbox"/> 0 <input type="checkbox"/> -		



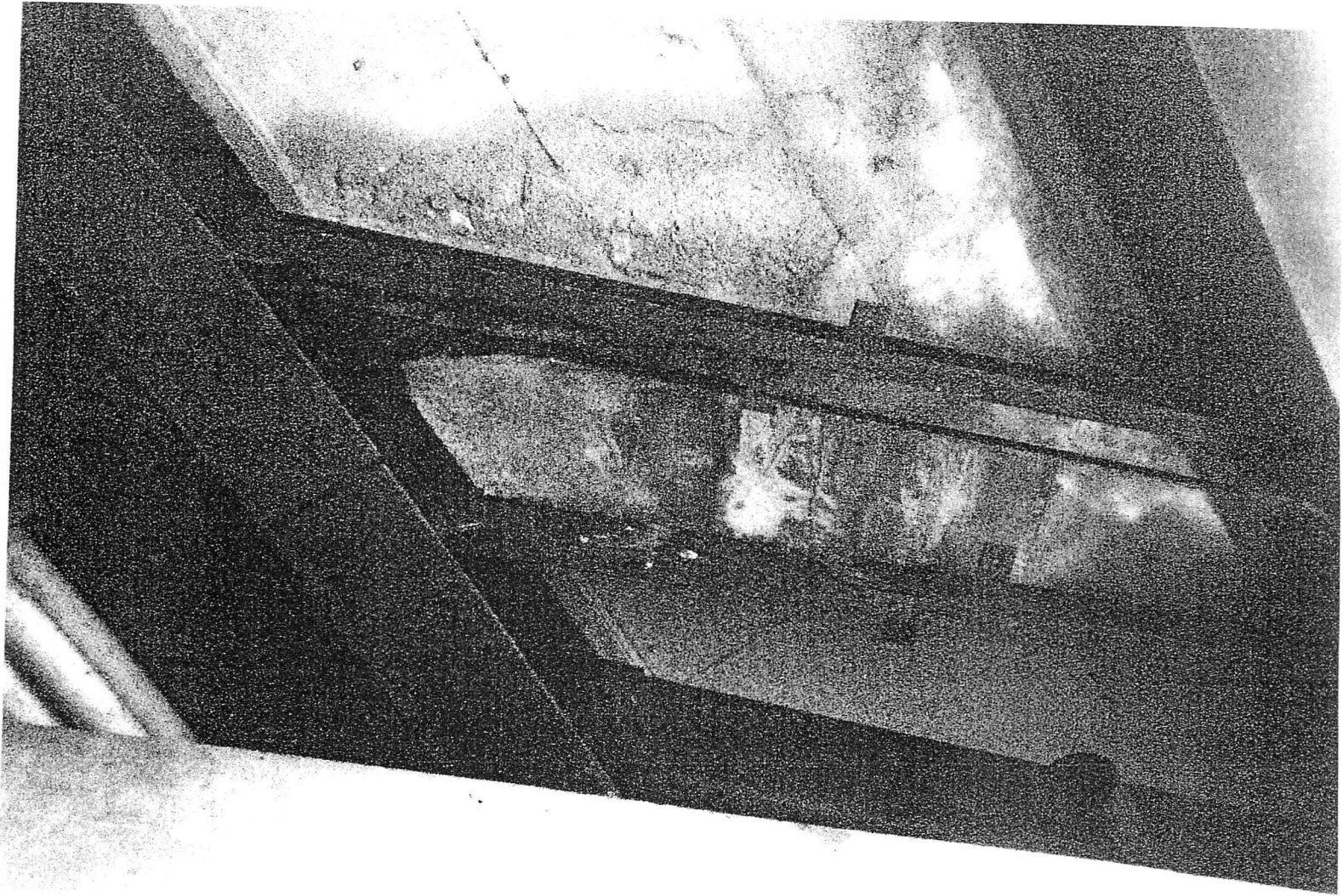
GOULD STREET BRIDGE APPROACH LOOKING SOUTH

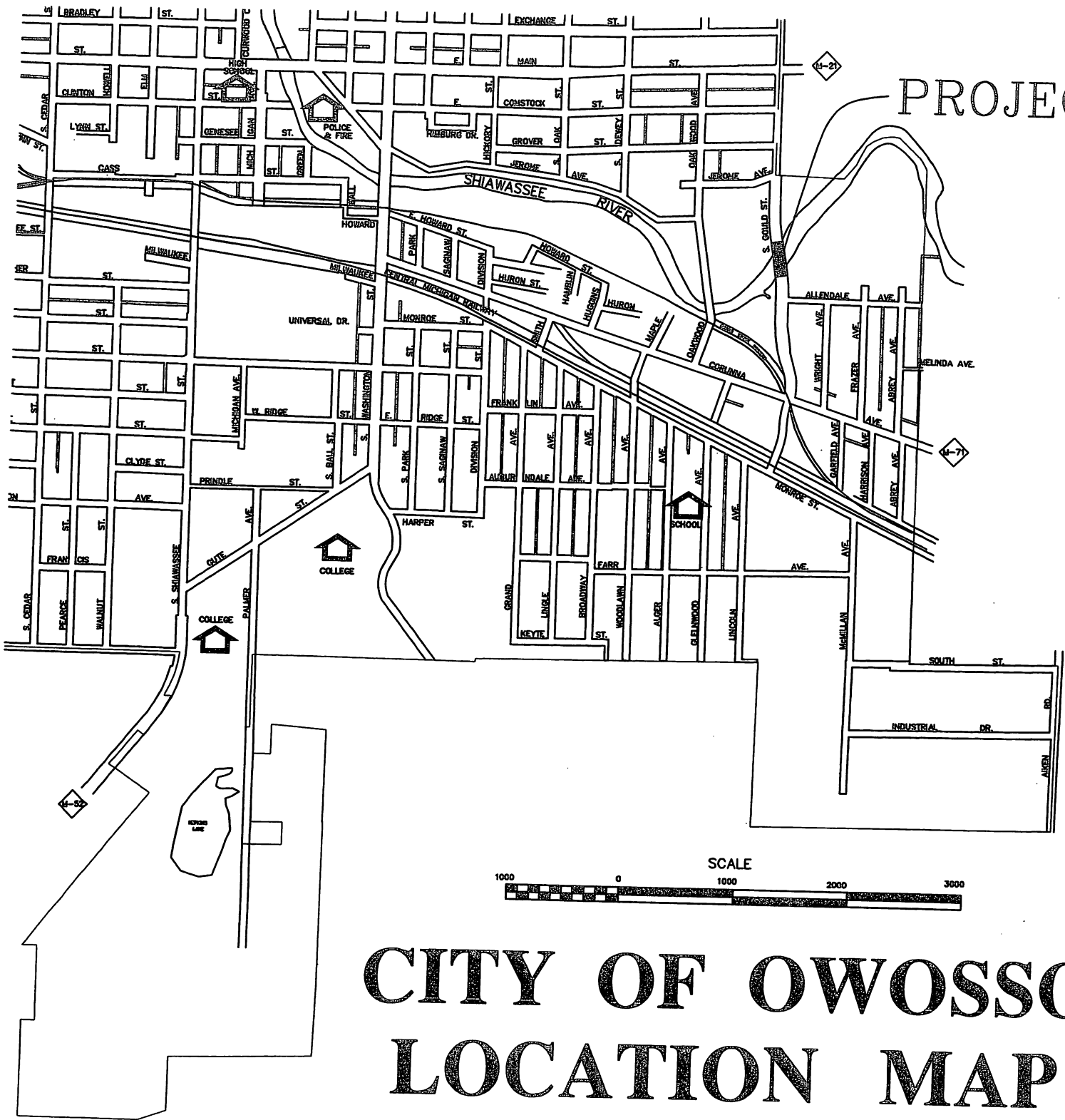


GOLD STREET PROFILE LOOKING EAST

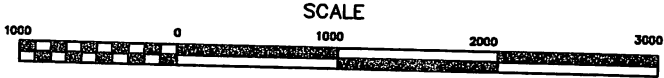


EXPANSION JOINT DAMAGE





PROJECT



CITY OF OWOSSO LOCATION MAP

BRIDGE MAINTENANCE GRANT APPLICATION

Motion by Councilperson Forster to approve application to the Michigan Department of Transportation for a grant to replace the expansion joint on the Gould Street Bridge during the 2011 construction season.

Motion supported by Councilperson Martenis.

Roll Call Vote.

AYES: Councilpersons Simmons, Forster, Frederick, Cline, Martenis, and Mayor Bruff.

NAYS: None.

ABSENT: Mayor Pro-Tem Owen.

I hereby certify that the foregoing document is a true and complete copy of action taken by the Owosso City Council at the regular meeting of May 19, 2008.



Amy K. Kohagen, City Clerk

Gould Street Bridge Grant Application. Authorize the following resolution of support for application to the State of Michigan for grant funds to repair the Gould Street Bridge.

RESOLUTION NO. 31-2011

**RESOLUTION AUTHORIZING SUBMITTAL OF THE
GOULD STREET BRIDGE MAINTENANCE GRANT APPLICATION**

WHEREAS, the City of Owosso, Shiawassee County, Michigan, constructed the Gould Street Bridge in 1978 and is the owner of this bridge

WHEREAS, the Michigan Department of Transportation, through the Critical Bridge Program, funds maintenance of bridges at 95% of the cost of the repair which is estimated to be \$344,000.

WHEREAS, the City of Owosso has benefited from the use of this bridge and wishes to maintain this bridge to extend the life of the bridge to continue to serve the transportation needs of the residents of Owosso, Shiawassee County and the State of Michigan well into the future.


NOW THEREFORE BE IT RESOLVED by the City Council of the City of Owosso, Shiawassee County, Michigan that:

- FIRST: The City of Owosso has heretofore determined that it is advisable, necessary and in the public interest to keep the Gould Street Bridge in proper and safe condition.
- SECOND: The City Council has given authority to staff to make application to the State of Michigan for Critical Bridge Maintenance Funds to make the necessary repairs to the Gould Street Bridge.
- THIRD: The City share of the above expenses shall be paid from the Street Bond Fund.

PASSED AND APPROVED BY THE CITY COUNCIL OF THE CITY OF OWOSSO,
SHIAWASSEE COUNTY, MICHIGAN THIS 22nd DAY OF FEBRUARY, 2011.

AYES: 6
NAYS: 1
ABSTENTIONS: -
ABSENT: -

ATTEST:



Amy K. Kirkland, CMC