

**MONA ROAD BRIDGE AT BEAVER CREEK**  
**Crook County, Wyoming**

**NOTES OF PRE-BID CONFERENCE**

1. **DATE:** 9:00 A.M. Wednesday, August 22, 2012
2. **PLACE:** Crook County Courthouse  
Sundance, Wyoming
3. **OWNER:** Crook County Road & Bridge  
Owner's Representatives Present:
  - a. Morgan Ellsbury
  - b. Katie Allen
  - c. Jim Pridgeon
  - d. Gari Gill
4. **ENGINEER:** Consolidated Engineers, Inc.  
Engineer's Representative Present:
  - a. Ed Scott
  - b. Adam Spindler
5. **ATTENDANCE:** Please sign attendance sheet. *(Attached)*

**6. SUMMARY OF PROJECT:**

The purpose of the project is to replace the washed out culverts with a wide span bridge. The Work is generally described as the construction of a 48 ft clear span by 29 ft long by 11 ft tall bridge. The bridge is a pre-cast arch structure on cast-in-place concrete footings. The wing walls are large modular blocks on cast-in-place concrete footings. All footings are founded on the limestone bedrock. The project also includes demolition, re-grading, backfill with imported material, bridge rail, guardrail, and site reclamation.

The proposed facility is located on the Mona County Road about 6 miles north of State Highway 24 (about 6 miles east of Hulett, Wyoming).

The specifications for the project are generally the WYDOT standard specifications with amendments as included in the project manual.

*The standard WYDOT specifications are not included in the project manual, but are available for purchase through WYDOT.*

7. **LEGAL ADVERTISEMENT:** The Advertisement to Bidders appeared in the Sundance Times. Notice of the project was also placed with the bid centers in Gillette & Casper, Wyoming, and Rapid City, South Dakota.
8. **BID SECURITY:** A minimum of Five Percent (5%) Bid Security in the form of a cashier's check, money order, or a bid bond. Bidders should be advised that any bid bonds submitted on forms other than the one included in the Project Manual would be received pursuant to Article 8

of the Instructions to Bidders.

**9. BID OPENING:**

**The Bid Opening is scheduled for 3:00 P.M., Tuesday, September 4, 2012.**

The Bids will be received by Crook County Road & Bridge at the Road & Bridge Office, Crook County Courthouse, 309 Cleveland Street, Sundance, Wyoming until that time. The Bid Opening will occur immediately following said time in said Office.

**10. BIDDING RIGHTS:** The Owner's bidding rights are outlined in the "Instructions to Bidders" in the Project Manual. It shall be noted that Wyoming Residency five percent (5%) bid preference provision has been deleted due to the FEMA funding.

**11. BID AWARD:** It is the intent of the Owner that one (1) contract will be awarded for the Project. The Contract, if awarded, will be awarded to the Bidder submitting the lowest qualified; responsible and responsive Bid for the Work that will obtain the best final product for the Owner for the funds that are available.

It is anticipated, but not guaranteed, that the award of this Contract will be at the Crook County Board of Commissioners regular meeting on September 5, 2012. The award of the Contract may occur at that time. The contract may not necessarily be awarded to the lowest bid.

**12. CONTRACT TIME:** The contract time and the completion dates are presented in the Bid Form and on the Contract:

Seventy consecutive calendar days, but no later than November 30, 2012

*A question was asked about delay from the precast suppliers and how that will that affect the completion time? The contract times have been established based upon conversations with Contech. It was acknowledged that their delivery time may vary depending upon possible increases in orders.*

**13. LIQUIDATED DAMAGES:** As to liquidated damages for delay (but not as a penalty), Contractor shall pay Owner **One Thousand Two Hundred Dollars (\$1,200.00)** for each day that expires after the agreed upon time of Substantial Completion until the Work is Substantially Complete. After Substantial Completion, if Contractor shall neglect, refuse, or fail to complete the remaining Work within the agreed upon time of Final Completion, or any proper extension thereof granted by Owner, Contractor shall pay Owner **Six Hundred Dollars (\$600.00)** for each day until the work is complete.

**14. PROGRESS PAYMENTS:** The schedule for progress payment application processing is shown in SC-14.02.

**15. RETAINAGE:** Provisions concerning retainage are set forth in the Agreement as found in the Project Manual. In general, ten percent (10%) retained up to fifty percent (50%) completion of the Project. It is the responsibility of the CONTRACTOR to get the "interest bearing account" set up as outlined in SC-14.02.C of the Supplementary Conditions.

**16. FEMA REQUIREMENTS:** The project is partially funded by F.E.M.A., therefore certain federal regulations apply, which are listed in the Special Conditions, tab 9, of the Project Manual:

a. Debarment & Suspension

- b. Disadvantaged Business Enterprises
- c. Equal Employment Opportunity
- d. Violating Facilities
- e. Occupational Safety & Health
- f. Anti-Kickbacks
- g. Archaeological & Historical
- h. Access
- i. Erosion & Sediment Control
- j. Discharge Permits
- k. Air Quality
- l. Open Competition
- m. No Wyoming Preference
- n. Prevailing Wage Requirements

*Jim Pridgeon asked that bidders provide contact information for your company before you leave today or when you turn in your bid. He need to check to see if your company is disbarred due to FEMA Regulations*

- 17. WORK OR MATERIALS BY OWNER:** The Owner will supply the stated materials or perform the following work on the Project per specification Section 101 – Summary of Work:
- a. Furnishing, hauling and placing the final 6” of gravel. Reference Detail 1, Sheet 5.1
  - b. Furnishing backfill material (but not hauling or placing). Reference Sheet 4.3. (not included in Section 101, but will be modified in addendum)
  - c. Hauling away & disposal of existing culverts. Reference Section 101 & Sheet 3.0 (On this sheet the location of the culvert in road alignment is not shown in proper location and the size is not properly labeled {8’, not 8”}. This change will be addressed in the addenda.)
- 18. SUBSTITUTIONS:** The “Con-Span” concrete arch as produced by ‘Contech’, and the “Redi-Rock” product have been shown on the plans as a level of quality for the project. Other equal products may be substituted in accordance with Section 502A (arches) and Section 502B (wingwall blocks).
- 19. MATERIALS TESTING:** The Owner will provide the compaction testing of the soil backfill, and the testing of the fresh concrete. The Contractor is responsible for providing adequate notice to the Owner for coordination of testing and inspection services. The Contractor is responsible for any re-testing or re-inspection of rejected materials or construction, and is also responsible for quality control of the pre-cast concrete. Reference Section 108.
- 20. LAYOUT AND CONSTRUCTION STAKING:** The Owner will provide survey reference points and bench marks (two offset centerline stakes and offset stakes to the end of the wing walls). The Contractor will be responsible for all other necessary staking and layout. Reference Section 113.
- 21. STAGING AREA:** The area in the immediate vicinity of the bridge location may be used for a staging area. The roadway (detour) must be kept open for traffic.
- 22. INCIDENTAL:** Muck excavation & dewatering will be considered incidental to the project.
- 23. BORROW LOCATIONS:** The borrow locations are:

- a. Type 1, 2 & 3 Backfill: The sources are shown on the map on Sheet 1.0 and described on Sheet 4.3. The gradations of the material at each pit are available.
  - b. Topsoil borrow: The sources of the topsoil borrow is to be determined, furnished, loaded, hauled and placed by the Contractor.  
*(Attached is a copy of the gradation testing on the borrow material.)*
- 24. RECLAMATION:** SP-216.a provides the seed mixture, but did not state the application rate. That along with the fertilizer and straw mulch will be addressed in the addendum.
- 25. DETOUR REMOVAL:** The existing detour is to be removed by the Contractor after the roadway alignment is open to traffic. It shall be removed its entire length from shoulder of roadway to shoulder of roadway.
- 26. OTHER QUESTIONS:**
- a. *Is significant elevation adjustment anticipated in the bed rock at the road for the bridge foundation? No, not at the road, more concerned about foundation adjustments on the bed rock for the wing walls.*
  - b. *How will the rock excavation be handled? There is a bid item for rock excavation with this project.*
  - c. *Is there a place to waste the dirt from the detour road removal? Yes, at the South West corner of the project as shown on sheet 3. This is where the material was taken from to construct the detour road.*
- 27. SITE TOUR:** A site tour of the proposed site will follow immediately after the Pre-Bid Conference.
- a. *A question was asked if some of the detour road gravel can be left in place and then place topsoil on it? Morgan responded that yes, most of the detour road can have several inches of topsoil just placed on it as long as it is not humped up. The majority of the soil removal will be at the creek channel. Contractor will need to leave access from Mona Road to the existing trail that is just South of the creek and West of the existing detour road. This access will be more perpendicular to the roadway than the existing flared detour; however a built-up approach is not needed.*