CITY OF BATON ROUGE
PARISH OF EAST BATON ROUGE

August 13, 2025

ADDENDUM NO.2

TO: **ALL BIDDERS**

SUBJECT: **Port Hickey Rd. Bridge over Drainage Bayou**
(RECALL NO. 800498)

CITY PARISH PROJECT NO. 16-BR-PT-0019

ORIGINAL BID DATE: TUESDAY, August 5, 2025
REVISED BID DATE: TUESDAY, AUGUST 19, 2025

The following revisions shall be incorporated in and take precedence over any conflicting part of the original contract documents.

PART 1. UNIFORM CONSTRUCTION BID FORMS

With reference to Page UCBF 1 of 4, the Bidder shall indicate receipt of this Addendum in the space provided. Failure to indicate receipt of this Addendum may cause the bid to be rejected.

For online www. centralbidding.com bidders: An acknowledgement of this addendum will be prompted by the Expedite bidding program prior to formally submitting the bid.

RESPONSES TO BIDDER QUESTIONS

QUESTION 1:
PLAN AND PROFILE Sheet No. 5 notes overhead power line to be relocated or de-energized by others. The proposed work will require full relocation - has the utility owner been notified of required relocation, and will this be completed pre-construction?
RESPONSE:
Utility owner has been notified of required relocation, and relocation time frame will be informed at pre-construction meeting.

QUESTION 2:
Note 4 on PLAN AND PROFILE Sheet No. 5 states the contractor can elect to provide pre-cast spans designed and stamped by a registered engineer in the state of Louisiana. Does the contractor have the option to provide pre-cast bent caps, as well?
RESPONSE:
No, bents need to be cast-in-place per engineering plan.

QUESTION 3:
Sheet No. 2 and 8 describes and includes two piles to be monitored by PDA, with the option to conduct Test loading by the Project Engineer. The Special Provisions - Item 9900001: Dynamic Monitoring (pg 31 of 34) states pile design lengths will be established based on the CAPWAP results and WEAP performed; however, it also states pile lengths shown on the plans shall be order lengths for the contractor. Please confirm required sequencing for the testing program - is the contractor required to drive the two monitor piles first, prior to ordering and/or driving non-monitored piles?

RESPONSE:
Contractor is required to drive monitored piles first.
Piles need to be ordered per plan length.

QUESTION 4:
Is the contractor required to provide testing agency for the monitoring and recording of production pile driving, to include pile driving logs, vibration monitoring (if required), and reporting? If so, what pay item would include this work described?
RESPONSE:
Contractor is required to provide testing agency at no direct pay.

QUESTION 5:
GENERAL NOTES Sheet No. 2 - Clearing and Grubbing states clearing and grubbing to be performed to the limits of the Right-of-Way. Should payment for this item include work required for the clearing, grubbing, and tree removal within the Channel?
RESPONSE:
Yes, all clearing and grubbing works are included in the item, including clearing and grubbing work within Channel.

QUESTION 6:
On plan sheet No. 5 - Note 4 indicates that the contractor can choose the precast option for the bridge replacement. Can EBRPW include a bid item as an alternate for the precast option?
RESPONSE:
It is contractor's option to choose cast-in-place or precast. No alternate item is provided.

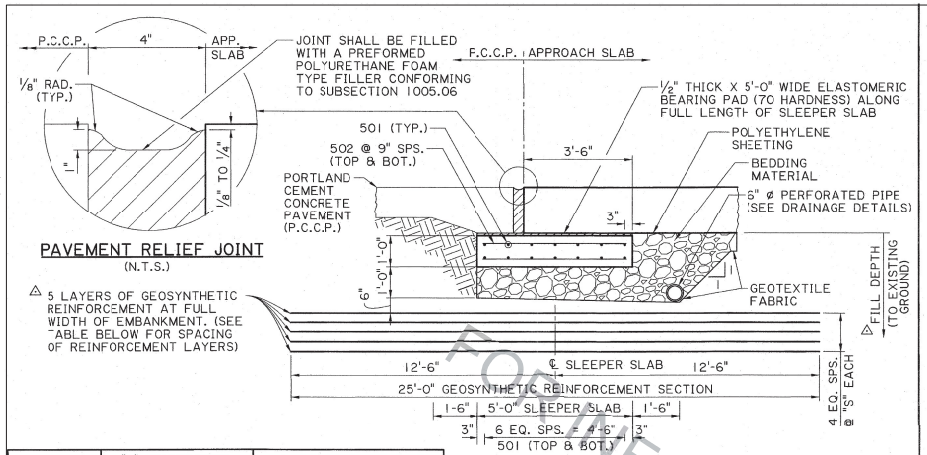
QUESTION 7:
Polymerized Asphalt Concrete Pavement - Is PAC 30 or PAC 40 required? I'm assuming PAC 30 for the binder and PAC 40 for the wearing course, but we want our price to reflect accordingly.
RESPONSE:
PAC 40 is required for the item.

QUESTION 8:
Loading permanent piles - Is a steel casing required for loading the permanent pile?
RESPONSE:
Casing is not required for loading piles.

QUESTION 9:
What is sleeper slab and bedding material thicknesses under approach slabs?
RESPONSE:
For information only, refer to attachment of this addendum for the thicknesses. Official LaDOTD approach slab standard details will be provided at pre-construction meeting.

APPROVED:

Daniel Rosenquist, P.E.
Chief Design & Construction Engineer



PAVEMENT RELIEF JOINT
(N.T.S.)

FILL DEPTH △	"S"- SPACING OF GEOSYNTHETIC REINFORCEMENT	NOTE
< 2'-6"	12"	SEE NOTE 6 ✳
2'-6" TO 6'-6"	12"	EXCAVATION REQ'D TO PLACE REINFORCEMENT
6'-6" TO 8'-6"	12" TO 18"	KEEP EQUAL SPS. BETWEEN REINFORCEMENT LAYERS
> 8'-6"	18"	

DETAIL "N"
(N.T.S.)

SLEEPER SLAB & PAVEMENT RELIEF JOINT FOR P.C.C.P. ROADWAY

NOTES:

1. BUILD SLEEPER SLAB TO THE FULL WIDTH OF THE APPROACH SLAB.

△ 2. LAYERS OF GEOTEXTILE FABRIC UNDER THE SLEEPER SLAB ARE ONLY REQUIRED IN A NEW FILL SECTION. SEE GENERAL NOTES FOR DIRECTION WHEN PROJECT INVOLVES AN EXISTING EMBANKMENT.

GEOSYNTHETIC REINFORCEMENT SHALL CONSIST OF A BIAXIAL, WOVEN GEOTEXTILE FABRIC CONFORMING TO THE "GENERAL REQUIREMENTS" IN SUBSECTION 1019.01 OF THE STANDARD SPECIFICATIONS. THE "DETAILED REQUIREMENTS" OF 1019.01 DO NOT APPLY. FURNISH A CERTIFICATE OF COMPLIANCE AND TEST DATA FROM AN APPROVED LABORATORY SHOWING THE REINFORCEMENT MEETS OR EXCEEDS THE FOLLOWING STRENGTH REQUIREMENTS:

TENSILE STRENGTH @ 2% STRAIN: 550 LB/FT (ASTM D4595)
ULTIMATE TENSILE STRENGTH: 3000 LB/FT (ASTM D4595)
TENSILE STRENGTH RETAINED AFTER WEATHERING (500 HRS, UVA LAMPS) = 80% (ASTM D7238)

FURNISH GEOSYNTHETIC REINFORCEMENT IN 25' LONG SECTIONS. PLACE SECTIONS SO THAT REINFORCEMENT RUNS CONTINUOUSLY IN THE DIRECTION OF THE ROADWAY. INSTALL LAYERS OF REINFORCEMENT FLAT AND TAUT, AND SECURE LAYERS IN PLACE WITH SHOVELLED PILES OF FILL, PINS, OR STAPLES. PLACE AND SPREAD LAYERS OF FILL IN THE DIRECTION OF OVERLAPS TO PREVENT PEELING OR SEPARATION OF REINFORCEMENT LAYERS AT THE OVERLAPS. LAYERS OF REINFORCEMENT MUST REMAIN FLAT AND TAUT DURING AND AFTER FILL PLACEMENT. HANDLING AND PLACEMENT OF REINFORCEMENT SHALL CONFORM TO THE "CONSTRUCTION REQUIREMENTS" OF SUBSECTION 203.11.

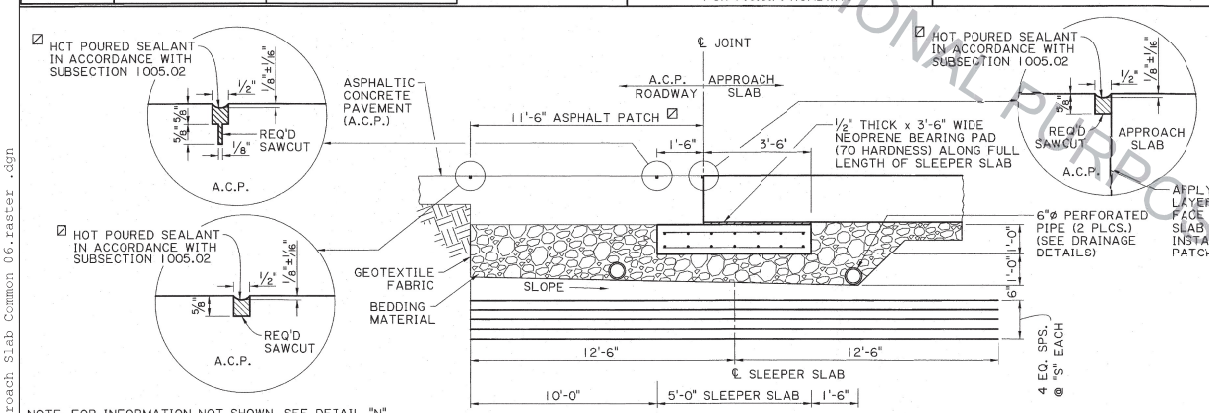
☑ 3. "ASPHALT PATCH" AND "SAW CUT AND SEAL" TO BE PAID UNDER APPROPRIATE PAY ITEMS BY OTHERS.

⊗ 4. DETAILS "P" AND "Q" APPLY TO BRIDGES WITH GUARDRAIL BUT WITHOUT AN END DRAIN SYSTEM. WHEN AN END DRAIN INSTALLATION IS REQUIRED, SEE SPECIAL DETAIL SHEET "BRIDGE END DRAIN SYSTEM (OPEN)" OR "BRIDGE END DRAIN SYSTEM (CLOSED)" (AS APPLICABLE) FOR CURB LENGTH AND DETAILS. BRIDGES WITHOUT GUARDRAIL OR END DRAINS DO NOT REQUIRE A CURB, UNLESS OTHERWISE STATED IN THE PLANS.

☒ 5. FOR A P.C.C.P. ROADWAY WITH NON-P.C.C.P. SHOULDERS, DISCONTINUE THE 4" PAVEMENT RELIEF JOINT AT THE EDGE OF ROADWAY, AS SHOWN IN DETAIL "R".

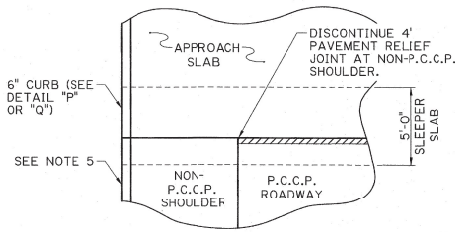
IN CASES WHERE THE REQUIRED CURB LENGTH EXTENDS BEYOND THE END OF THE APPROACH SLAB ONTO AN ASPHALT SHOULDER, THE SEGMENT OF THE CURB ON THE ASPHALT SHOULDER MAY BE CONSTRUCTED OF ASPHALT. IN THESE CASES, BARS 401 AND 402 MAY BE OMITTED FROM THE CURB.

✳ 6. IF WARRANTED BY PROJECT CONDITIONS, GEOTEXTILE REINFORCEMENT UNDER SLEEPER SLAB MAY BE OMITTED, BUT SUBSURFACE SOIL CONDITIONS SHOULD BE INVESTIGATED TO DETERMINE SOIL BEARING CAPACITY AND EXPECTED SETTLEMENT. IF SOIL BEARING CAPACITY UNDER THE SLEEPER SLAB EXCEEDS 2000 PSF, NO GEOSYNTHETIC REINFORCEMENT IS REQUIRED.



NOTE: FOR INFORMATION NOT SHOWN, SEE DETAIL "N".

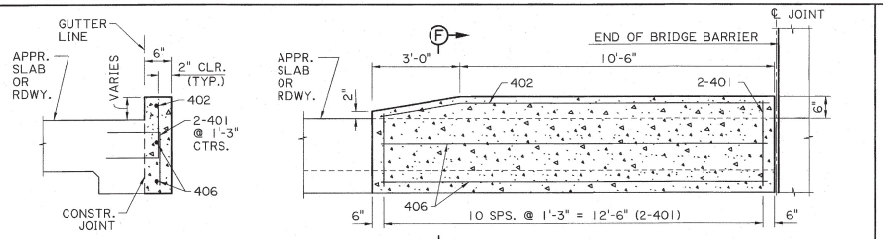
DETAIL "O"
(N.T.S.)



DETAIL "R" ☒
(N.T.S.)

SLEEPER SLAB FOR A.C.P. ROADWAY

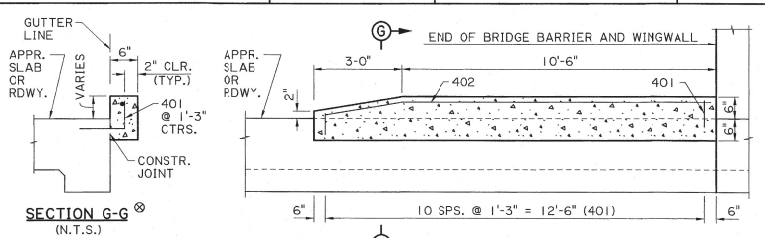
PAVEMENT RELIEF JOINT & CURB @ NON-P.C.C.P. SHOULDER



SECTION F-F ⊗
(N.T.S.)

DETAIL "P" ⊗
(N.T.S.)

CURB DETAIL - SLAB SPAN & QUAD BEAM BRIDGES



SECTION G-G ⊗
(N.T.S.)

DETAIL "Q" ⊗
(N.T.S.)

CURB DETAIL - GIRDER SPAN BRIDGES EXCEPT QUAD BEAMS

ADAM LANCASTER
License No. 35573
PROFESSIONAL ENGINEER
IN
CIVIL ENGINEERING
6/19/17

SHEET NUMBER

PARISH	CONTROL SECTION	STATE PROJECT

DESIGNED A.LANCASTER
CHECKED X. WANG
DETAILED A.LANCASTER
CHECKED R. MORVANT
REVIEWED Z.Z. FU
SERIES NO. 8 OF 6

NO.	DATE	REVISION OR CHANGE ORDER DESCRIPTION	BY

APPROACH SLAB DETAILS "N" TO "R"

BD.2.10.1.0.06 - APPROACH SLAB COMMON

BRIDGE AND STRUCTURAL DESIGN

IP PWP:d0695344\BD.2.10.1.0.06 Approach Slab Common 06.raster .dgn
4/2/2018 14:14