

**Request for Proposal
Mac Hoke Road Steel Bridge**

Umatilla County Public Works is requesting proposals for the purchase of a prefabricated modular steel vehicular bridge. The bridge shall comply with the material and dimensional requirements shown on the attached preliminary plans and shall include design drawings stamped and signed by an Oregon Professional Engineer. The proposal shall include design, fabrication, and delivery of all bridge components shown on the preliminary plans to the project site at the Umatilla River Mac Hoke Road crossing in Umatilla County, Oregon. The Mac Hoke Road Bridge is located on Mac Hoke Road approximately 15 miles west of the City of Pendleton, Oregon. The bridge must be available for delivery to the site by October 1, 2022.

Proposals shall be made on a lump sum basis and include all costs to design, fabricate, and deliver the bridge to the site. Unloading of the bridge components at the site will be performed by others.

Proposals shall be submitted by mail or hand delivered to the Umatilla County Public Works Director's office at 3920 Westgate Street, Pendleton, Oregon 97801 no later than 4:00 PM on June 9, 2022. Proposals shall be clearly marked "Mac Hoke Road Steel Bridge Proposal". Further information may be obtained by contacting Eric Zitterkopf, P.E., with Anderson Perry & Associates, Inc., at 509-529-9260.

Umatilla County may reject any proposal not in compliance with all prescribed public bidding procedures and requirements and reserves the right to reject any or all proposals and to accept the proposal deemed to be in the public interest.

BRIDGE GENERAL NOTES

BRIDGE SUPERSTRUCTURE AND BACKWALL SHALL BE OF A MODULAR BOLT TOGETHER DESIGN. NO WELDING OF SUPERSTRUCTURE OR BACKWALL COMPONENTS OTHER THAN BEARING/SOLE PLATES AND DECKING TO GIRDERS SHALL BE REQUIRED BY THE INSTALLER.

DESIGN SPECIFICATIONS: THE BRIDGE SUPERSTRUCTURE SHALL BE DESIGNED BY THE MANUFACTURER IN ACCORDANCE WITH THE REQUIREMENTS FOR LOAD AND RESISTANCE FACTOR DESIGN IN ACCORDANCE WITH THE "ASHTO LRFD BRIDGE DESIGN SPECIFICATIONS", 8TH EDITION.

BRIDGE SUPERSTRUCTURE LOAD RATING: DESIGN SHALL RESULT IN A STRUCTURE THAT IS CAPABLE OF CARRYING ALL OREGON LEGAL LOADS WITH NO LOAD RESTRICTIONS, I.E. LOAD RATING FACTOR > OR = 1.0 FOR ALL LEGAL LOADS.

BRIDGE RAILING: BRIDGE RAILING SHALL BE DESIGNED TO TL-2 STANDARDS BUT IS NOT REQUIRED TO BE PHYSICALLY CRASH TESTED.

MATERIALS

- ALL STRUCTURAL STEEL FOR THE BRIDGE SUPERSTRUCTURE AND RAIL POSTS SHALL BE ASTM A588 OR ASTM A847, WEATHERING STEEL.
- BACKWALL FRAME STEEL SHALL BE ASTM A500 AND SHALL BE PAINTED WITH COROTHANE I, COAL TAR.
- CORRUGATED SHEETING FOR BACKWALL SHALL MEET ASTM A929 G200 REQUIREMENTS AND BE AT LEAST 16 GA.
- BACKWALL SHEETING SHALL BE MECHANICALLY FASTENED TO FRAME WITH GALVANIZED FASTENERS.
- DECKING SHALL BE AT LEAST 9-GAGE THICKNESS AND GALVANIZED.
- GUARDRAIL SHALL BE GALVANIZED THRIE-BEAM.

OTHER

- SOLE PLATES FOR BEARINGS SHALL BE TAPERED SO THAT BEARINGS ARE INSTALLED HORIZONTAL.
- BRIDGE GIRDER ENDS SHALL BE CUT SO THAT THE CUT SURFACE IS PLUMB IN ITS FINAL POSITION.
- THE BRIDGE SUPERSTRUCTURE SHALL HAVE A VERTICAL CAMBER AT THE MIDSPAN EQUAL 100% OF THE ANTICIPATED FULL DEAD LOAD.
- BACKWALL SHALL BE SECURELY FASTENED TO THE END OF THE BRIDGE SUPERSTRUCTURE.
- RAIL POSTS SHALL BE INSTALLED PLUMB WHEN THE BRIDGE IS IN ITS FINAL POSITION.

LOADING

LIVE LOAD:

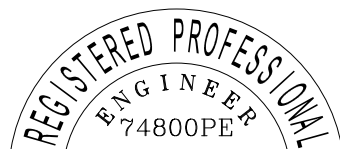
HL-93 + IMPACT
ESTIMATED ADTT < 100

SUPERIMPOSED DEAD LOADS:

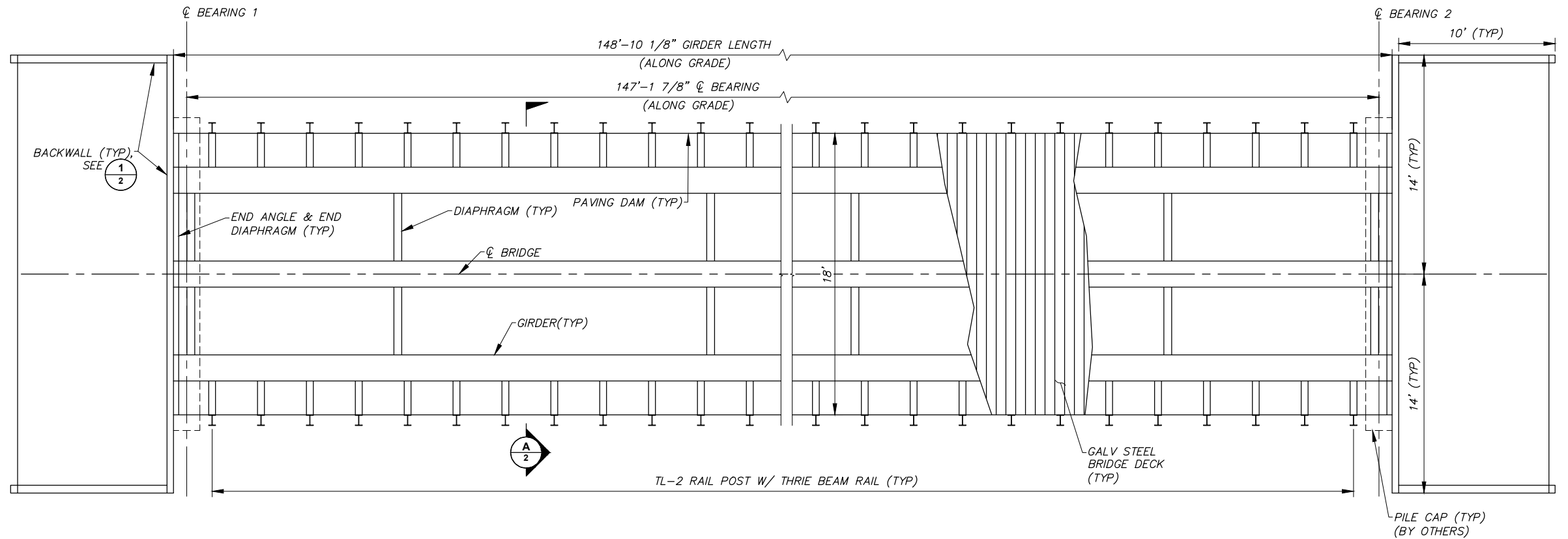
ACP SURFACING = 75 LBS/FT2

SOIL LOADING:

BACKWALL SHALL BE DESIGNED USING AN EQUIVALENT HORIZONTAL FLUID PRESSURE OF 45 PCF PLUS APPLICABLE LIVE LOAD SURCHARGE.

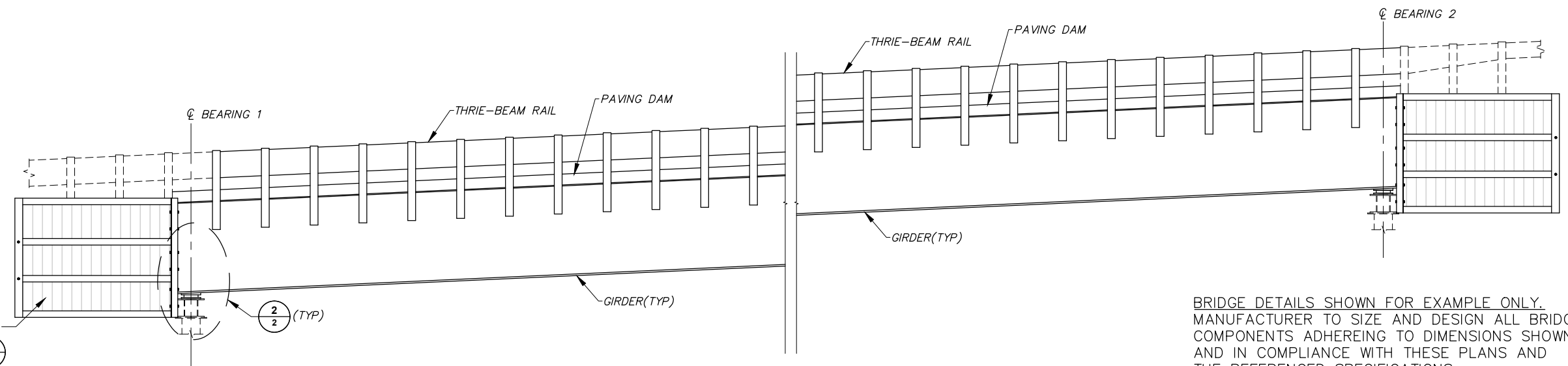


RENEWS: 6-30-2024



BRIDGE PLAN

NTS



BRIDGE ELEVATION

NTS

BRIDGE DETAILS SHOWN FOR EXAMPLE ONLY. MANUFACTURER TO SIZE AND DESIGN ALL BRIDGE COMPONENTS ADHERING TO DIMENSIONS SHOWN AND IN COMPLIANCE WITH THESE PLANS AND THE REFERENCED SPECIFICATIONS.

DASHED ELEMENTS SHOWN TO BE PROVIDED BY OTHERS.

REVISION	BY	DATE	JOB NUMBER 1379-72	DATE May 17, 2022
DESIGNED BY E.ZITTERKOPF			ACAD FILE: 1379-72-060-S301A.DWG	
DRAWN BY E.ZITTERKOPF			COPYRIGHT 2022 BY ANDERSON PERRY & ASSOC., INC.	
REVIEWED BY L.KEENAN				

PRELIMINARY
FOR REVIEW ONLY
NOT FOR CONSTRUCTION



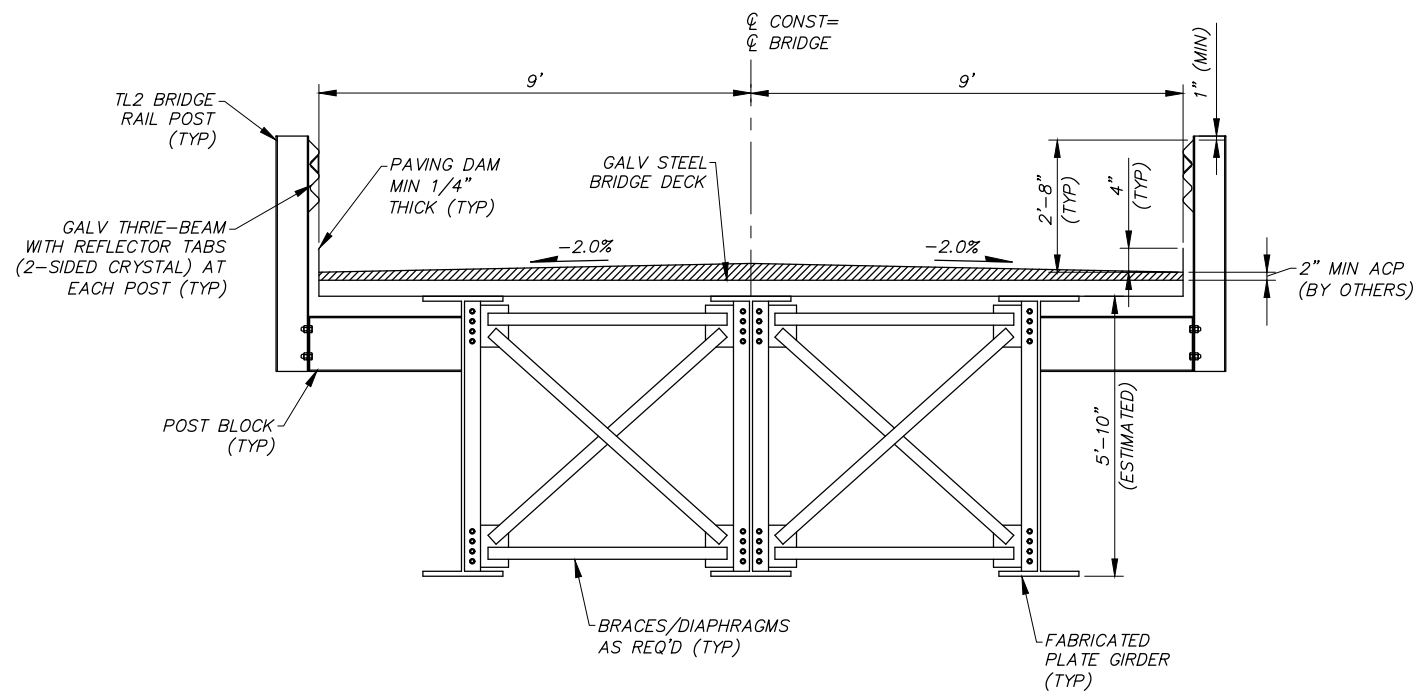
UMATILLA COUNTY
UMATILLA RIVER, MAC HOKE ROAD
(BRIDGE NO. 24178)

PLAN AND ELEVATION

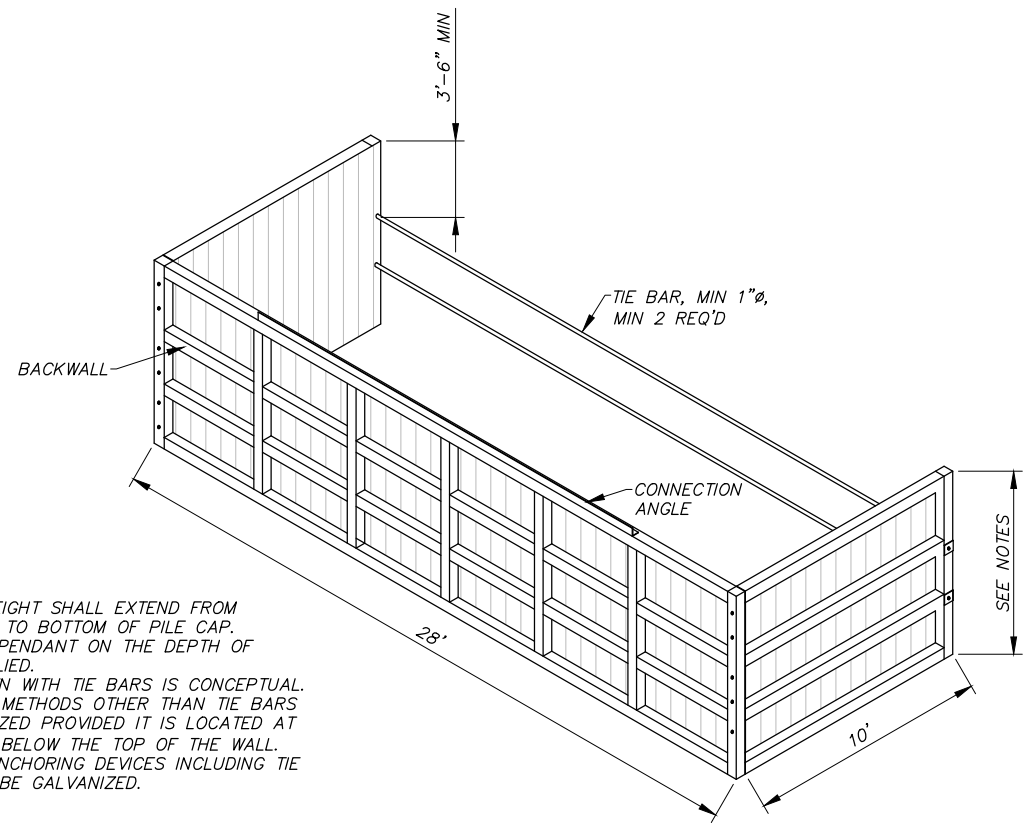
SHEET

1

1 OF 2

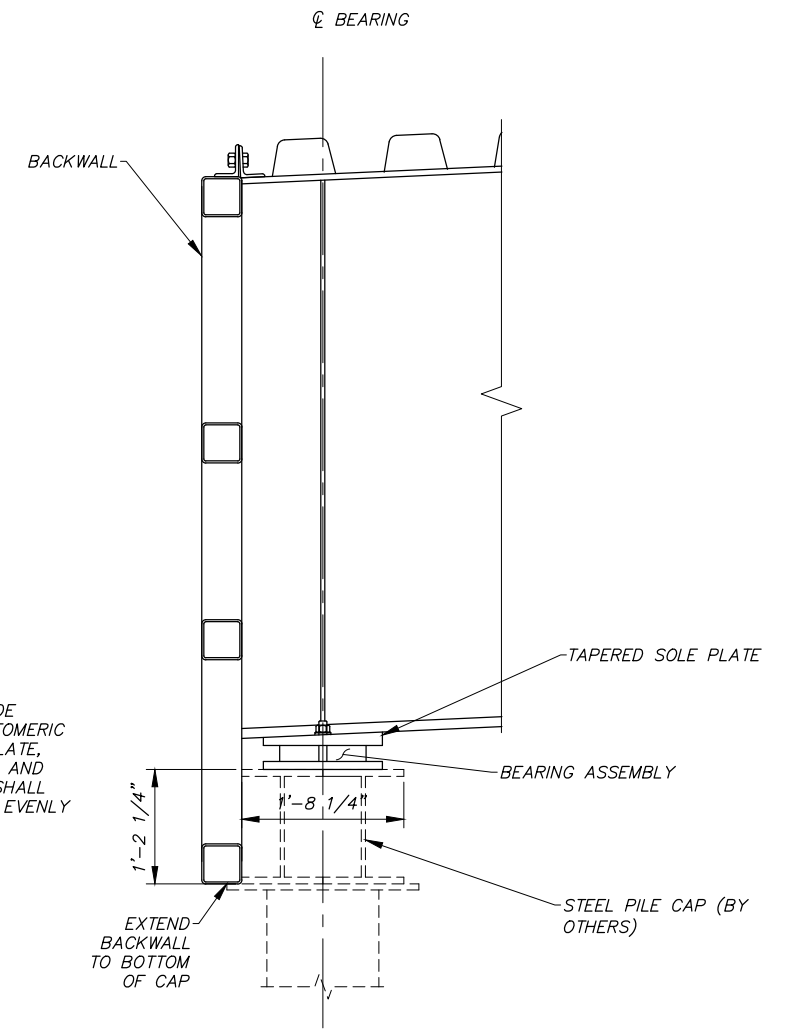


A SECTION
1 NTS



- NOTES:**
1. BACKWALL HEIGHT SHALL EXTEND FROM BRIDGE DECK TO BOTTOM OF PILE CAP. HEIGHT IS DEPENDANT ON THE DEPTH OF GIRDER SUPPLIED.
 2. DESIGN SHOWN WITH TIE BARS IS CONCEPTUAL. ALTERNATIVE METHODS OTHER THAN TIE BARS MAY BE UTILIZED PROVIDED IT IS LOCATED AT LEAST 3'-6" BELOW THE TOP OF THE WALL.
 3. ALL METAL ANCHORING DEVICES INCLUDING TIE BARS SHALL BE GALVANIZED.

1 DETAIL-BACKWALL
1 NTS

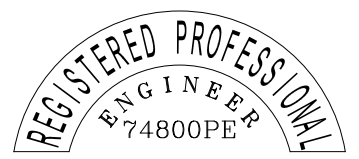


NOTE:
BEARING SHALL INCLUDE BEARING PLATE, ELASTOMERIC BEARING PAD, SOLE PLATE, ANCHOR BOLTS, NUTS, AND WASHERS. WASHERS SHALL BE TAPERED TO BEAR EVENLY ON SOLE PLATE.

2 DETAIL-BEARING SEAT
1 NTS

BRIDGE DETAILS SHOWN FOR EXAMPLE ONLY. MANUFACTURER TO SIZE AND DESIGN ALL BRIDGE COMPONENTS ADHERING TO DIMENSIONS SHOWN AND IN COMPLIANCE WITH THESE PLANS AND THE REFERENCED SPECIFICATIONS.

DASHED ELEMENTS SHOWN TO BE PROVIDED BY OTHERS.



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UMATILLA COUNTY
UMATILLA RIVER, MAC HOKE ROAD
(BRIDGE NO. 24178)

SECTION AND DETAILS

SHEET
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