

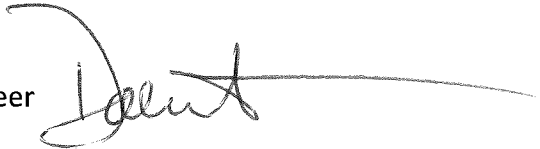
CAPE MAY COUNTY
DEPARTMENT OF PUBLIC WORKS
Office of the COUNTY ENGINEER



WILL MOREY
Freeholder
DALE M. FOSTER
Engineer
KENT SCHELLINGER
Assistant Engineer
TIMOTHY DONOHUE
Road Department Supervisor

4 Moore Road
Cape May Court House, N.J. 08210-1601
(609) 465-1035 Fax: (609) 465-1418
E-mail: countyengineer@co.cape-may.nj.us
Website: www.capemaycountynj.gov
Cape May County is an Equal Opportunity Employer

August 28, 2017

Memo To: Prospective Bidders
From: Dale M. Foster, PE, County Engineer 
Re: **CAPE MAY COUNTY BRIDGE COMMISSION**
OCEAN DRIVE (CR619) OVER TOWNSENDS INLET
RAILING REPLACEMENT
ADDENDUM NO. 1

Addendum No. 1 has been issued to the Contract Documents for the referenced project. The revision listed shall be made to the Contract Documents issued for the receipt of bids. This addendum shall become part of the total contract.

The Bidder shall acknowledge receipt of this Addendum by signing and returning the attached acknowledgement sheet with the Bidder's Proposal.

The County regrets any inconvenience that this Addendum causes.

DMF/df
Enclosures

cc: Clerk of the Board
Cape May County Purchasing Department
Cape May County Bridge Commission

ADDENDUM NO. 1 ACKNOWLEDGEMENT

Acknowledgement is hereby made of Addendum No. 1, issued on August 28, 2017, received since the issuance of the Contract Documents for **OCEAN DRIVE CR619) OVER TOWNSENDS INLET RAILING REPLACEMENT**. The Contractor shall include this signed sheet with their bid package.

Signature of Responder: _____

Name: _____

Title: _____

Name of Firm: _____

Address: _____

Date: _____

ADDENDUM NO. 1

The addendum listed below shall become part of the Contract, due consideration to these clarifications shall be made by the Contractor in preparing their bid for the Project. The Contractor shall acknowledge receipt of this Addendum by signing and returning the attached sheet with the Contractor's Proposal. Proposals not including a signed copy of the attached sheet will not be considered.

THE FOLLOWING CHANGES SHALL BE MADE TO THE CONSTRUCTION PLANS:

The following Attachments **REPLACE** the noted details on the existing plan sheets:

<u>Attachment No. / Plan</u>	<u>Description</u>
Attachment No. 1	Replaces Detail 2 on Sheet No. 11: Revised post locations and depicts bend transition for railing.
Attachment No. 2	Replaces Section A on Sheet No. 11: Revised post locations and limits of proposed concrete.

Sheet 5 of 21, Demolition Details: *In the top right detail for TYPICAL BIN ABUTMENT INTERMEDIATE RAIL POST REMOVAL PLAN, the callout for "3/4" DIA BAR TO BE REMOVE" shall be revised to read as follows:*

3/4" DIA BAR TO BE REMOVED

In the top left detail, the title "TYPICAL APPROACH AND FLANKING SPAN ND RAIL POST REMOVAL PLAN AT DECK JOINTS" shall be revised to read as follows:

TYPICAL APPROACH AND FLANKING SPAN END RAIL POST REMOVAL PLAN AT DECK JOINTS

Sheet 6 of 21, Deck Plan – 1: *Note 2 shall be revised to read as follows:*

2. PROPOSED POST LOCATIONS PROVIDED ARE BASED ON MATCHING THE EXISTING POST SPACING AS SHOWN ON THE ORIGINAL CONSTRUCTION PLANS. PROPOSED POSTS SHALL BE LOCATED IN THE SAME LOCATION AS EXISTING POSTS, WITH THE EXCEPTION OF DECK JOINT LOCATIONS, WHERE 2 POSTS SHALL BE INSTALLED AS SHOWN. POST LOCATIONS ARE SET TO MINIMIZE IMPACTS TO UTILITIES, GATES, TRAFFIC SIGNALS, LIGHT POLES, SCUPPERS, AND PULL BOXES. CONTRACTOR SHALL PERFORM A FIELD SURVEY TO VERIFY ALL POST LOCATIONS AND SPACINGS, AND ACCURATELY LOCATE EXISTING FEATURES PRIOR TO SUBMITTING WORKING DRAWINGS.

Note 11 is added as follows:

11. THE RAILING JOINT OPENING DIMENSION "X" SHOWN ON SHEET S-17 IS BASED ON INSTALLATION OF THE RAILINGS AT 70 DEGREES FAHRENHEIT. INCLUDE A CHART IN THE WORKING DRAWING SUBMITTAL SHOWING THE APPROPRIATE OPENING MEASUREMENT FOR THE RANGE OF INSTALLATION TEMPERATURES ANTICIPATED FOR THE WORK

Sheet 8 of 21, Deck Plan – 3: *In the SPAN 10 PLAN, the callout for "EXIST. UTILITY RUN UNDER DECK" shall be revised to read as follows:*

EXIST. UTILITY RUN UNDER OR WITHIN DECK, LOCATION TO BE CONFIRMED BY THE CONTRACTOR

In the SPAN 10 PLAN, the 2'-0" and the 2'-6" dimensions near the ladder are deleted. All of the details and dimensions for this location are revised and superseded by Attachments No.1 and No. 2.

Sheet 11 of 21, Deck Plan – 6: *Detail 2 shall be revised and superseded as shown in Attachment No. 1*

Section A shall be revised and superseded as shown in Attachment No. 2

Note 13 is added as follows:

13. PROVIDE A MINIMUM OF 1" AND A MAXIMUM OF 2" CLEARANCE BETWEEN THE L4X4X3/8" VERTICAL MEMBER OF THE FRP LADDER ACCESS GATE AND THE ABUTTING STEEL RAILING.

In the bottom left detail, the title "FRP LADDER (ACCESS) GATE" shall be revised to read as follows:

FRP LADDER ACCESS GATE

In the bottom left detail for "FRP LADDER (ACCESS) GATE", the callout for "L4x4x3#8" FRP (TYP)" shall be revised to read as follows:

L4x4x3/8" FRP (TYP)

"LADDER ACCESS GATE NOTES:" note 11 is moved to "NOTES:" and will become note 3.

Sheet 15 of 21, Miscellaneous Details: *Note 3 shall be revised to read as follows:*

ALL COSTS FOR STEEL FOR PROPOSED SIGN SUPPORT SHALL BE INCLUDED IN THE PAY ITEM "SIGN BRACKET"

In the top left detail, the title "PLAN TYPICAL SIGN SUPPORT" shall be revised to read as follows:

PLAN TYPICAL SIGN BRACKET

In the PERMANENT SHEETING DETAIL, the dimension "PAY LIMITS FOR PERMANENT SHEETING" is revised as follows:

The dimension shall extend from PROP. FINISHED GRADE at the front face of the sheeting to the APPROX. EXIST. GRADE line at the rear face of the sheeting.

*In the SECTION C detail, the callout "SECTION D ONLY" indicating a field weld is **REMOVED**. There will be no field weld at this location.*

THE FOLLOWING CHANGES SHALL BE MADE TO THE SPECIAL PROVISIONS:

Page 64: *The last paragraph in Section 501.03.02, Permanent Sheeting, shall be revised to read follows:*

The Contractor shall take care to avoid impacts to the utilities and their supports in this area, utilities must be located and protected at all times. The permanent sheeting shall be vinyl meeting the design requirements shown on the Plans. The finished color must match the color of the proposed railing or be a gray color, as approved by the County. Submit the material data including finished color, layout, sheet pile data, order length, and installation procedure to the engineer for Approval. Installation and driving procedures shall conform to the supplier's recommendations. Based on the final location of the sheeting, submit calculations signed and sealed by a NJ licensed Professional Engineer, demonstrating adequate geotechnical and structural capacity for the section of sheeting to be installed while limiting the deflection at the top of the sheeting to a maximum of 3". Sheeting installation must be complete prior to March 14, 2018.

Page 67: *The following is added to Section 507.03.02, Constructing Bridge Decks:*

At fixed joint locations where new posts are installed, reconstruct the fixed joints wherever the existing fixed joints have been removed or damaged. Install joints in conformance with Section 914.02. Use cold-poured joint sealers that are listed on the QPL and conform to ASTM D 5893, Type NS, with a minimum ultimate elongation of 600 percent. If recommended by the manufacturer, apply primer before applying the sealer. At each joint location, the new joint width installed shall match the existing joint width.

Page 91: *The last paragraph in Section 906.07, Steel Bar Bridge Railing, shall be revised to read as follows:*

Fabricate steel bar bridge railing according to 906.04 and paint according to 906.06 and galvanize according to 912.02.01. Prohibit welded splices for steel rail tubes.

THE FOLLOWING ARE QUESTIONS RECEIVED FROM PLAN HOLDERS AND THE RESPONSES TO THOSE QUESTIONS:

Question No. 1

J. Fletcher Creamer & Son, Inc.

Will the County consider a duplex powder coated finish for the steel railing? A duplex system is hot dip galvanizing with no quenching and powder coated at the galvanizing facility within hours after the hot dipping process.

Response: *The requested duplex galvanizing and powder coated finish in lieu of the contract mandated hot dip galvanizing and painting is not acceptable.*

Question No. 2

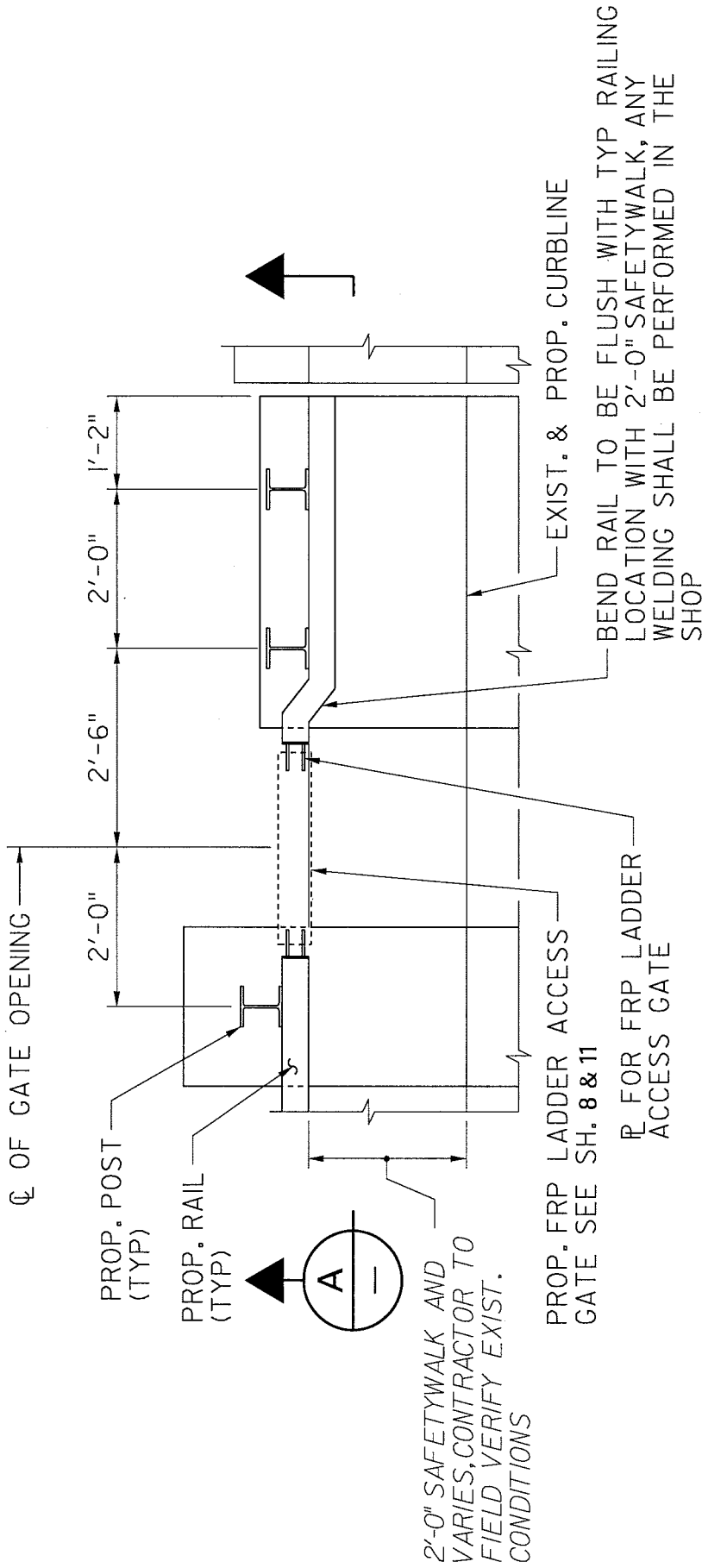
J. Fletcher Creamer & Son, Inc.

The bid date of September 6th is so close to the labor day holiday weekend that it will be difficult to get vendors to respond to our RFQ's timely. Would the county consider a postponement to the bid date to move it further away from the holiday?

Response: *The County is not considering a postponement to the bid date and time. To delay the bid opening will result in an additional two (2) week or more delay on the award of the construction project.*

ATTACHMENT NO. 1

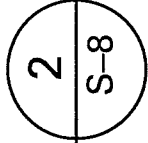
REPLACES DETAIL 2 ON SHEET NO. 11: REVISED POST LOCATIONS AND DEPICTS BEND TRANSITION FOR RAILING.



PLAN

NOTE:

FRP LADDER ACCESS, GATE & CAGE NOT SHOWN.



DETAIL
1/2" = 1'-0"

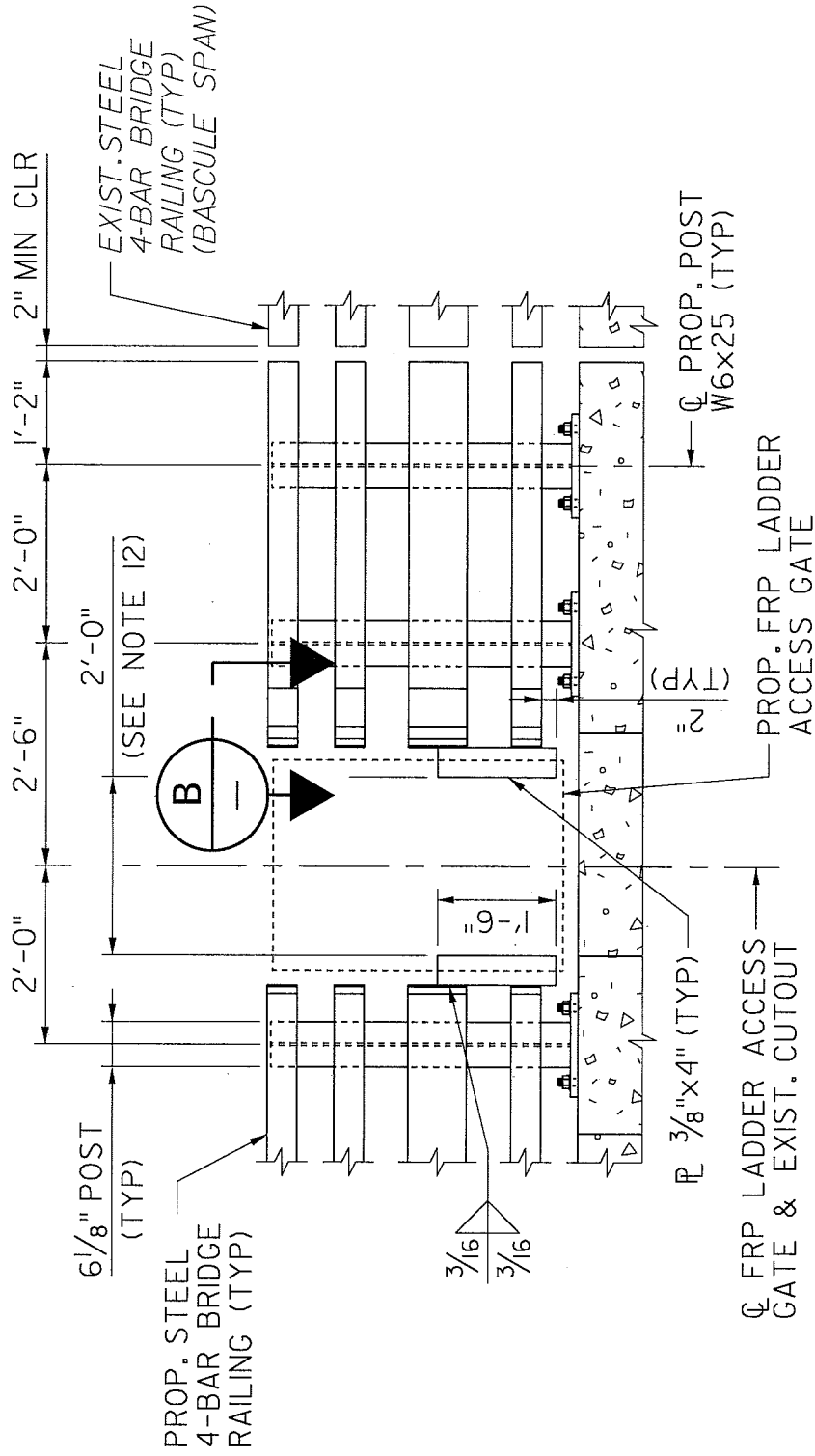
WEST SIDE SHOWN, EAST SIDE SIMILAR

COUNTY OF CAPE MAY

OCEAN DRIVE (CR619)
OVER TOWNSENDS INLET - RAILING REPLACEMENT
STR. 3100-003

ATTACHMENT NO. 2

REPLACES DETAIL A ON SHEET NO. 11: REVISED POST LOCATIONS AND LIMITS OF PROPOSED CONCRETE.



SECTION A

1/2" = 1'-0"

COUNTY OF CAPE MAY

OCEAN DRIVE (CR619)
OVER TOWNSENDS INLET - RAILING REPLACEMENT
STR. 3100-003