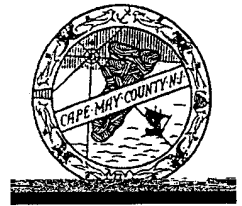


CAPE MAY COUNTY
DEPARTMENT OF PUBLIC WORKS
Office of the COUNTY ENGINEER

DANIEL BEYEL
Freeholder

DALE M. FOSTER
Engineer

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.capemaycountygov.net



October 6, 2010

Memo To: Prospective Bidders
From: Dale M. Foster, PE, County Engineer *Dale*
Re: **Ocean Drive (CR619) Bridge over Corsons Inlet
Railing Improvements
Upper Township, Cape May County, NJ
ADDENDUM NO. 2**

Addendum No. 2 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.

Please note that Addendum No. 2 changes the receipt of bids from 2:00 P.M., Wednesday, October 13, 2010, to **2:00 P.M., Tuesday, October 19, 2010.**

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

The Commission regrets any inconvenience that this Addendum causes.

DMF/df
Enclosures

Cc: Stephen O'Connor, Executive Director
Purchasing Department

100720105

ADDENDUM NO. 1

The revisions listed below shall become part of the contract, due consideration to these revisions shall be made by the Contractor in preparing his 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 ADVERTISEMENT FOR PROPOSALS:

The first paragraph of the Advertisement for Proposals is revised to read as follows:

Notice is hereby given that sealed proposals addressed to Cape May County Bridge Commission c/o Stephen O'Connor, County Administrator, will be received up to **2:00 p.m.** prevailing time, on **October 19, 2010**, at which time they will be publicly opened and read at the William E. Sturm, Jr. Administration Building, 4 Moore Road, Crest Haven Complex, Cape May Court House, New Jersey, for the following:

"CORSONS INLET BRIDGE RAILING IMPROVEMENTS"

THE FOLLOWING CHANGES SHALL BE MADE TO THE SPECIFICATIONS:

Sheet No. 74, Section 661:

The following is added:

611.02 MATERIALS

Add the following:

QuadGuard. Crushable energy absorbing system shall be QuadGuard, model #QS2402Y1, as designed and manufactured by Energy Absorption Systems, Inc., Chicago, Illinois or equal. The manufacturer shall certify that the system has been crash tested according to NCHRP 350 and has passed the Test Level 3. The nose cover shall be a highway yellow color.

Materials for foundations shall be in accordance with the manufacturer's specifications.

611.03 CONSTRUCTION

Add the following:

QuadGuard. QuadGuard shall be installed on a relatively flat concrete foundation pad with steel backup structures according to Section 611.02 and the manufacturer's recommendations. The manufacturer's trained representative shall be present at all times during the installation.

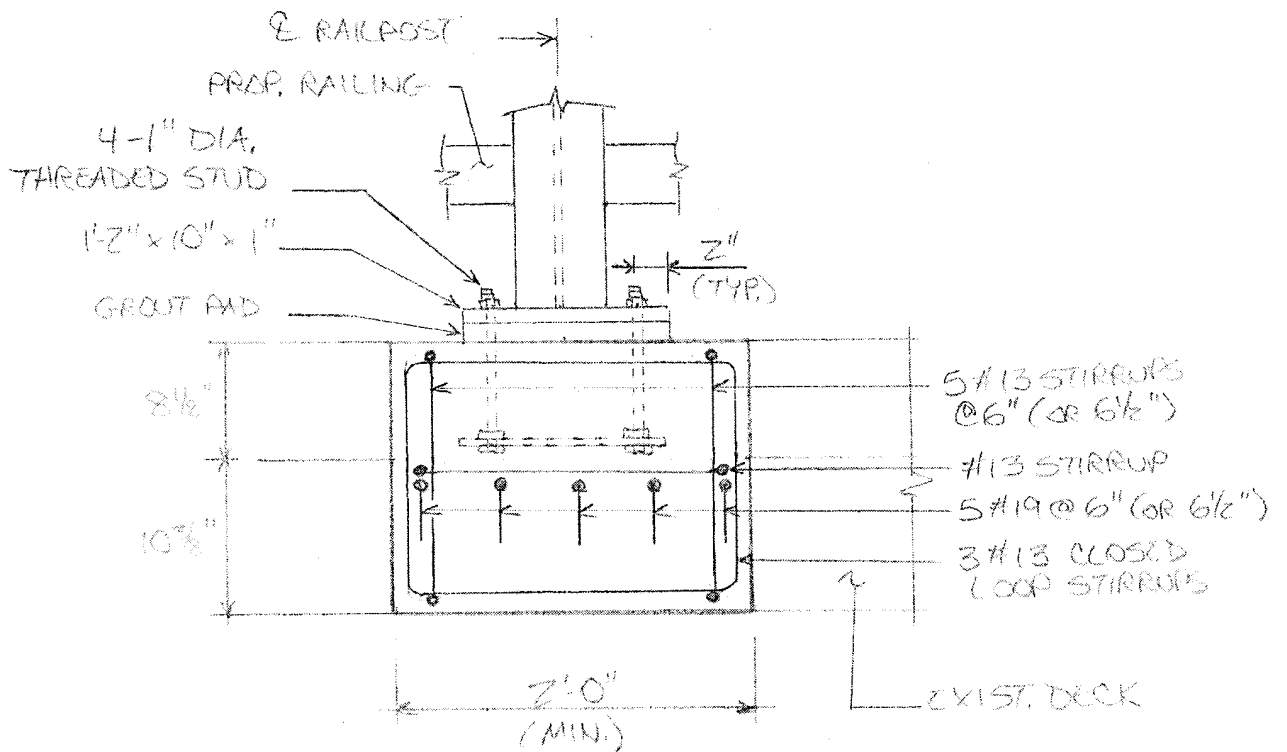
QuadGuard units that are damaged during placement or due to construction operations after placement shall be replaced without additional compensation.

THE FOLLOWING CHANGES SHALL BE MADE TO THE CONTRACT PLANS:

Sheet 17 – RAILING DETAILS - 1: Add the detail contained on the attached Sketch 2 to this sheet.

STEPHEN O'CONNOR,
EXECUTIVE DIRECTOR

WILLIAM HENFEY,
CHAIRMAN



OUTSIDE VIEW

SPANS 1-28, 31-39

SPAN 29 SIMILAR

1" = 1'-0"

NOTE: EXIST. REINF. NOT SHOWN.

	BY	DATE
MADE	WAH	10/10
CHECKED	ESS	10/10
SUPERVISED - ESS		

Sketch 2

10/06/2010

ADDENDUM NO. 2 ACKNOWLEDGEMENT

Acknowledgement is hereby made of Addendum No. 2, issued on October 6, 2010, received since the issuance of the Contract Documents for **Ocean Drive (CR619) Bridge over Corsons Inlet Railing Improvements, Township of Upper, Cape May County, NJ**. The Contractor shall include this signed sheet with his bid package.

Signature of Bidder: _____

Title: _____

Name of Firm: _____

Address: _____

Date: _____

THE FOLLOWING ARE RESPONSES TO QUESTIONS RECEIVED:

1. *Bidder: Who pays the fees associated with the disconnects and re-connection of the Utilities?*
Response: All costs associated with the utility disconnects and reconnects shall be included in the various prices bid as stated in Subsections 105.07.02 and 654.04.
2. *Bidder: Will the Completion date be extended for bad weather delays?*
Response: Subsection 108.11 – Modifications to Contract Time will govern any extensions to the Contract Completion Date.
3. *Bidder: On Section A, Dwg. 5 of 28, there is an existing utility inside the railing that is not identified, can you identify the utility?*
Response: On Sheet 3 of 28 – General Plan and Elevation – identifies the lines mounted in the west rail on the north approach spans as a communications cable.
4. *Is it true that the existing cable from the tender's house to the signal and bell on the adjacent span be reused? If not is the existing cable direct buried in the bed of the channel or in conduit?*
Response: The relocation of the Traffic Signal and Warning Bell shall re-use existing wiring. If existing wire lengths are insufficient, the Contractor shall install new wiring from the nearest junction box or panel box to the traffic signal or warning bell.
5. *Also it states that the temp. traffic signal be hardwired between units, if this is so there is an issue with crossing the bascule span with that wire. I was under the impression that those temp. units worked remotely.*
Response: The Contractor shall install weatherproof rubber molded series inline connectors as manufactured by A.G.O. Environmental Electronic Ltd. or equal shall be installed in the traffic signal cable at the toe end of the bascule span to allow the Contractor to disconnect when the span needs to open.
6. *The weight restrictions on the Drawing is 15 tons per dwg. No. 2 of 28 Note 3c, a concrete truck empty weighs approx 15 tons, will there be any exemptions during construction?*
Response: The weight restriction will be strictly enforced. Concrete trucks will not be allowed on the bridge. Other methods and/or equipment shall be utilized by the Contractor to transport concrete from the approaches to the work sites.
7. *Also jersey barriers @ 20' weigh 4 tons, a 8' to 10' barrier will weigh half as much, a truck that unloads the barriers weighs approx 115 tons empty, will there be any exemptions during construction?*
Response: The weight restriction will be strictly enforced. Construction barriers shall be off-loaded on the approaches and placed utilizing equipment that will not exceed the current weight restrictions.
8. *Is there an average pile length for the 12" piles, they scale to approx. 50 l.f. Can you verify if that is correct?*
Response: The contract calls for 240LF of 12-inch diameter treated timber piles at 16 locations. Each pile is therefore 15 LF in length.

9. *Also the steel sheeting, is there a layout proposed, the proposal form only gives a square footage.*

Response: The temporary steel sheeting and pay limits are shown in Section B on the left side of Sheet 20 of 28. The intent is to provide temporary sheeting along the sides of the grade beam (parallel to traffic) so as to allow for construction of the grade beam. Working drawings and calculations shall be provided in accordance with Special Provisions Subsection 105.05.

10. *Can the beam girder be drilled into to accept a scaffold support? If yes, what would the acceptable fix be after the hole is drilled?*

Response: Design calculations and working plans for the scaffolding must be submitted for review in accordance with the contract documents. While drilling holes into the fascia girder is permissible, it is strongly discouraged. Effort shall be taken during the design to minimize the number of holes drilled into the web of the fascia girders. The brackets need to be designed to clear existing strengthening angles and other construction and shall be positioned on sound material. All holes drilled into the girders shall be filled with high strength bolts after the brackets are removed.

11. *There is no railing layout plan for spans 36, 37, 38 & 39; please advise?*

Response: Per the General Plan and elevation on Sheet 3, Unit 12 consists of Spans 36-39. The Railing Layout Plan on Sheet 13 indicates that Unit 12 is similar to Unit 1. For copies of the original plans of the original bridge or previous repair contracts, contact the County Public Works Department as per Special Provisions Section 102.