

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



DANIEL BEVEL  
*Freeholder*

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DALE M. FOSTER  
*Engineer*

December 6, 2011

Memo To: Prospective Bidders

From: Dale M. Foster, PE, County Engineer

Re: **OCEAN DRIVE (CR619) BRIDGE OVER GREAT CHANNEL  
SUBSTRUCTURE REPAIRS  
BOROUGH OF STONE HARBOR AND TOWNSHIP OF MIDDLE  
CAPE MAY COUNTY, NJ  
ADDENDUM NO. 1**

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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.

Please note that Addendum No. 1 changes the receipt of bids from 2:00 P.M., Wednesday, December 14, 2011, to **2:00 P.M., Tuesday, December 20, 2011.**

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: Stephen O'Connor, Clerk/Administrator  
Purchasing Department

## **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 Clarification 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 BIDS:**

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

Notice is hereby given that sealed proposals addressed to Stephen O'Connor, County Administrator, will be received up to **2:00 p.m.** prevailing time, on **Tuesday, December 20, 2011**, 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:

#### **"OCEAN DRIVE (CR 619) BRIDGE OVER GREAT CHANNEL SUBSTRUCTURE REPAIRS"**

### **THE FOLLOWING CHANGES SHALL BE MADE TO THE SPECIAL PROVISIONS:**

**Subsection 108.10 CONTRACT TIME:** *Paragraph A is revised to read as follows:*

- A. Achieve completion on or before June 22, 2012.

**Subsection 555.01 DESCRIPTION:** *The following is added to the second paragraph:*

Traffic shall detoured into the adjacent lane when working on the outside piles from the time the Contractor begins to remove the deteriorated concrete pile section until the pile repairs complete. When the concrete strength of the pile repair reaches 70% of the design strength the pile has reached sufficient strength to permit traffic in the lane immediately above the pile being repaired. The center pile can be repaired under traffic without restrictions to traffic. The Quick Setting High Early Strength Concrete listed in Subsection 903.07.01 can attain 70% strength (5,000 psi x 0.70 = 3,500 psi) in 4 hours.

**Subsection 555.03.03 Mixing and Placing Concrete:** *The following is added:*

In order that the Engineer may maintain a record of strength gain of all concrete and/or patch materials placed, the Contractor shall make 3" x 6" test cylinders for compressive strength of concrete used in the course of construction. The Contractor shall provide the all the materials, labor, equipment and molds necessary for making test cylinders; he shall also be responsible for the handling, curing and protection of the cylinders on the job site, and shall arrange delivery of the cylinders to the testing laboratory. The making of test cylinders shall be done under the supervision of the Engineer; any cylinders not made in the present of the Engineer shall be rejected. The testing laboratory shall be selected by the Contractor and shall be subject to the approval by the Engineer.

The test cylinders shall be made in accordance with the requirements of ASTM Designation C31 with the following exceptions: the tamping rod shall be a round straight steel rod, 3/8 in. (10 mm) in diameter and approximately 12 in. (305 mm) long, with the tamping end rounded to a hemispherical tip of the same diameter; and the sample shall be taken in three separate, but equal layers per cylinder and rodded 25 times per layer.

A sampling group shall be taken for every load of concrete placed each day. The Contractor shall cast sufficient samples of each sampling group so as to be tested at the approximate time the 3,500 psi strength level is obtained and to also be tested at 1, 3 and 28 days. For each testing period or level, two cylinders shall be tested. The cylinders shall be tested in accordance with the requirements of ASTM C39.

At least two weeks prior to the commencement of work at the bridge, the Contractor shall make up four separate batches of the proposed concrete material in accordance with the manufacturer's instructions at the site of the testing laboratory. The Contractor shall make a sufficient number of test cylinders of each batch to meet the following testing requirements. Three cylinders from each batch shall be tested every half-hour after initial mixing up until two hours after the time the manufacturer estimates their product will obtain 3,500 psi; then three cylinders from each batch shall be tested at 12, 24 and 72 hours after the initial mixing. All mixing, sampling and the initial testing shall be witnessed by the Engineer. All test results shall be immediately reported to the Engineer in writing. Three copies of test results shall be furnished to the Engineer.

The Contractor shall take every precaution to prevent injury to the test specimens while handling, storing, curing and transporting specimens. The cost of taking test specimens, furnishing molds, equipment, materials and equipment, preparing and curing specimens, protecting, packing and transporting the specimens, and arranging the tests to be conducted, including laboratory charges, shall be at the expense of the Contractor.

The Contractor is expressly prohibited from using different types or sources of concrete materials for repairs.

**Subsection 555.03.05 Pile jacket Repairs, B. Installation of Pile Repair Jackets:** *The following is added:*

The anodes shall be installed in accordance with the manufacturer's written instructions and shall be spaced in a grid pattern no greater than 30 inches horizontally and vertically.

**THE FOLLOWING ARE RESPONSES TO QUESTIONS RECEIVED:**

*Question 1 – The drawings state “no work in water from January 1 to May 31. The specs require the work to be completed by May 29, 2012. Please clarify.*

**Response** – The Plan notes state the following:

USCOE Permit – “No inwater concrete work shall occur between January 1 and May 31 of any calendar year to protect winter flounder spawning and migration.”

NJDEP Permit – “No inwater construction activities that increase turbidity shall occur between January 1 and May 31 of any calendar year.”

“Inwater activities may occur during this time period within cofferdam provided turbidity does not increase.”

Since all of the concrete work for the pile jacket repair will be work will be inside of the pile jacket form, there is no “in water concrete work” for these repairs. The County has contacted NJDEP to further clarify the permit conditions.

This Addendum revises the completion date to June 22, 2012.

*Question 2 – There is a discrepancy between the specs and the drawings concerning how to repair the piles in the jacketed area. It appears that the procedure outlined on the drawings is correct. Should we bid the project according to the plan outlined on the drawings?*

**Response** – The Special Provisions outline the requirements for the repairs and the plans outline a “suggested” procedure to implement the repairs, intended as a guide for the Contractor to develop his means and methods to implement the repairs. As stated in Section 555.03.02 of the Special Provisions the

Contractor is to submit his proposed repair procedure as a working drawing submission. The procedure shall incorporate all elements of the Contract Documents included in the Plans and Special Provisions.

*Question 3 – The specs say that only one pile per bent can be worked on at a time. Does this only apply to piles that the existing jacket gets removed?*

**Response** – This applies to any piles including the existing jacketed piles under repairs, because the existing pile bearing capacity may be reduced due to removal of the deteriorated concrete pile section for repairs.

*Question 4 – At what point in the pile jacket installation is the pile considered complete, so that other work can begin?*

**Response** – When concrete strength for the pile repair reaches 70% of the design strength, the pile repairs are considered complete.

*Question 5 – Is it your intent to keep traffic off the area where the pile jacketed are being installed for entire duration of the pile jacket installation or only when a lane closure is required to pump concrete?*

**Response** – Yes. Traffic shall be off the area when the Contractor starts to remove the deteriorated concrete pile section until the pile repairs complete.

Additionally, the pile repairs can be completed in one day at each location. The Quick Setting High Early Strength Concrete listed in Subsection 903.07.01 of the Special Provisions can attain 70% strength (5,000 psi x 0.70 = 3,500 psi) in 4 hours. Therefore the traffic control published in the Contract Documents should be sufficient for each repair location. Restriction of traffic from the pile location is only necessary for the outside piles at each bent since they require the cap beam to function as a cantilever during the repair. The center pile can be repaired under traffic since the cap beam will function as a simple beam during the repair.

*Question 6 – Is there a weight restriction currently in place on this bridge? What is the bridge currently rated at?*

**Response** – The bridge is not load posted however the Grassy Sound bridge to the south is posted for 15 tons. The Contractor should contact the County regarding the bridge load ratings.

*Question 7 – Will you consider using grout instead of concrete to fill the pile jackets?*

**Response** – No, the annular space between the jacket and the pile is too large to fill with grout alone.

*Question 8 – Does all of the material under the existing pile jackets get removed back to the original pile dimension?*

**Response** – Yes. The existing pile jackets will be removed, any deteriorated pile concrete will be removed, and new pile jackets will be reinstalled.

*Question 9 – Please direct us as to how many “SIKA GALVANIZED” anodes get installed?*

**Response** – The anodes shall be spaced on 30” grid horizontally and vertically.

STEPHEN O’CONNOR,  
CLERK/ADMINSTRATOR

DANIEL BEYEL,  
FREEHOLDER DIRECTOR

ADDENDUM NO. 1 ACKNOWLEDGEMENT

Acknowledgement is hereby made of Addendum No. 1, issued on December 6, 2011, received since the issuance of the Contract Documents for **OCEAN DRIVE (CR619) BRIDGE OVER GREAT CHANNEL SUBSTRUCTURE REPAIRS IN THE BOROUGH OF STONE HARBOR AND TOWNSHIP OF MIDDLE, CAPE MAY COUNTY, NJ**. The Contractor shall include this signed sheet with his bid package.

Signature of Bidder: \_\_\_\_\_

Title: \_\_\_\_\_

Name of Firm: \_\_\_\_\_

Address: \_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_

Date: \_\_\_\_\_