

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



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January 4, 2012

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. 3**

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Addendum No. 3 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. 3 changes the receipt of bids from 2:00 P.M., Wednesday, January 11, 2012, to **2:00 P.M., Wednesday, January 18, 2012.**

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

010520126

**ADDENDUM NO. 3**

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 **Wednesday, January 18, 2012**, 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 PROPOSAL:**

Page P1 of 3 of the Proposal: *the following Item No. is revised to read as follows:*

Item No.	Description	Unit	Contract Quantity	Unit Price	Amount
6	TRAFFIC DIRECTOR, FLAGGER	HOUR	80		

Page P2 of 3 of the Proposal: *the following Item No. is added:*

Item No.	Description	Unit	Contract Quantity	Unit Price	Amount
18	PORTABLE TRAFFIC SIGNAL SYSTEM	LS	1		

New proposal pages, Pages P1R and P2R of 3, dated January 4, 2012, are attached and shall be substituted for the pages provided with the Proposal.

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

**Subsection 159.03.02 Traffic Control Devices**

*The following is added:*

**8. Portable Traffic Signal** The portable traffic signal system equipment and operation shall be approved by NJDOT, Bureau of Traffic Engineering prior to the installation in the field. The Contractor shall be responsible for obtaining all approval necessary for the operations of the portable traffic signal system.

The portable traffic signal system consists of two (2) towable trailer units equipped with two signal heads, one of which is mounted on a mast arm that is capable of extending over the traveled lane with a minimum vertical clearance of 20 feet, a battery case, and charger. The lower signal head shall be located to the right side of the travel lane and shall contain the controller with the conflict monitor. Each unit is to be programmed with a

movable module, called the microterminal. A remote module switch shall be included with the portable traffic signals. The remote module switch shall be capable of freezing the signal heads on the units on a red interval.

The Contractor's shall insure that the signal system receives and maintains sufficient power to function continuously.

The Contractor shall install, as part of the traffic signal system, wiring required for the connection of the two units to allow for hard-wired operation. The wiring installation shall conform to all applicable local and state codes for portable traffic signal installations.

The Contractor shall be responsible for operating and maintaining the portable traffic signal system for as long as required to construct the project and shall be responsible for its removal when no longer needed.

If the portable traffic signal system malfunctions, the Contractor shall immediately, and at his own expense, provide trained flaggers at each end of the project to control the flow of traffic until the signal system is repaired and operating.

**Subsection 159.04 MEASUREMENT AND PAYMENT**

*The following is added:*

<i>Item</i>	<i>Pay Unit</i>
PORTABLE TRAFFIC SIGNAL SYSTEM .....	LUMP SUM

No separate payment will be made for relocating traffic control devices as required or as directed. Traffic control items shall only be measured once.

All incidentals required for installation, operation, and maintenance of the portable traffic signal system such as, but not limited to, signal phase adjustments, providing the necessary power to insure continuous and proper operation, equipment repair, use of flaggers during periods where the system may not be functional, and incidental costs, shall be included in the Lump Sum price bid for the portable traffic signal system.

**Subsection 555.01 DESCRIPTION:** *The second paragraph is deleted and is replaced by the following:*

No more than one (1) outside pile per bent on two (2) adjacent bents with actual spalls can be repaired at one time. Since the depth of spalling is unknown, this restriction is in place to ensure support of the superstructure. Skip two (2) adjacent bents between pile repairs (i.e. work on pile W1 on pile bents 1 & 2, skip bents 3 & 4, and work on pile W1 on bents 5 & 6). If a pile repair jacket is installed to address only wide cracks, and no loss of pile section is being addressed as part of the repair, the work may be done on this pile next to two pile bents with pile repair jackets addressing actual spalls. Work may be done on pile W2 if there is no outside pile being repaired on that bent.

**Subsection 555.02 MATERIALS** *The following is added:*

Underwater Grout .....	903.08
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**Subsection 555.03.05 Pile Jacket Repairs.** *The last sentence of the first paragraph is deleted and is replaced by the following:*

Use an underwater grout containing maximum aggregate size of Number 8 Stone (3/8") for the jacket concrete.

**Subsection 555.03.05 Pile Jacket Repairs.**

**A. Removal of Deteriorated Pile Concrete.** *The last sentence of subsection A is deleted*

**B. Installation of Pile Repair Jackets.** *Paragraphs 1 and 2 of subsection B are deleted.*

**Subsection 555.04 MEASUREMENT AND PAYMENT** *The last paragraph is deleted and is replaced by the following:*

The Department will not make payment for the material, equipment, labor, fiberglass forms, removal and disposal of concrete, and reinforcing steel bars associated with the pile repair jackets. The Department will make payment for the material, equipment, labor, fiberglass forms, removal and disposal of concrete, and reinforcing steel bars under the various PILE REPAIR JACKET, REMOVE EXISTING PILE JACKETS, and PILE REPAIR JACKET, IF AND WHERE DIRECTED items.

*The following Subsection is added.*

**Subsection 903.08.05 Underwater Grout.**

Use a saltwater resistant nonshrink cementitious grout conforming to ASTM C 1107 formulated for exposure to fresh or saltwater environments that can be mixed with maximum aggregate size of Number 8 Stone (3/8") and pumped through a concrete pump or tremied into the pile repair jacket.

Grout material performance criteria when cured at 73°F:

1. Contain no metallic aggregate, expansive cement, or gas generating additives such as aluminum powder.
2. Contain an air release aggregate to generate positive expansion.
3. Early Height Change, ASTM C 827 0.0 to 4.0%
4. Hardened Height Change, ASTM C 1090 0.0 to 0.3%
5. Compressive Strength, ASTM C 109
  - 1 Day 2500 psi
  - 7 Days 6000 psi
  - 28 Days 7000 psi
6. Bond Strength, ASTM C 882 28 Days 2000 psi
7. Working Time 30 minutes (minimum)
8. Application Temperature 40°F to 90°F
9. Material Temperature 40°F to 90°F

Submit underwater grout to the Engineer for approval. Provide mix design and test results to demonstrate the mix design strength for the underwater grout with the aggregate.

**THE FOLLOWING CHANGES SHALL BE MADE TO THE PLANS:**

Page 2: *Add Sheet 2A – PORTABLE TRAFFIC SIGNAL PLAN immediately after Sheet 2.*

Page 4, SUMMARY OF QUANTITIES Table: *The following Pay Item is revised to read as follows:*

Item No.	Description	Unit	Contract Quantity	As-Built Quantity
6	TRAFFIC DIRECTOR, FLAGGER	HOUR	80	

*The following Item No. is added:*

Item No.	Description	Unit	Contract Quantity	As-Built Quantity
18	PORTABLE TRAFFIC SIGNAL SYSTEM	LS	1	

Sheet 2A of 23 – PORTABLE TRAFFIC SIGNAL PLAN, dated January 2012, is attached.

**THE FOLLOWING ARE REVISED RESPONSES TO QUESTIONS RECEIVED AND ANSWERED IN ADDENDUM NO. 1:**

*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.

This addendum modifies the Special Provisions to eliminate any discrepancies between the suggested plan procedure 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 Addendum modifies Subsection 555.01 to clarify the number of piles that can be repaired simultaneously.

*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. An addendum will be issued to utilize temporary traffic signals at each end of the bridge and alternate two-way traffic in one lane, allowing the Contractor more time to complete the repair at each pile location. The center pile requires no traffic control since the cap beam is supported by the two outside piles.

*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. Remove material to sound concrete.

STEPHEN O'CONNOR,  
CLERK/ADMINISTRATOR

GERALD M. THORNTON,  
FREEHOLDER DIRECTOR

**PROPOSAL**

**Ocean Drive (CR 619) Bridge over Great Channel  
Substructure Repairs**

To the Board of Chosen Freeholders of the County of Cape May, New Jersey:

The undersigned hereby declares that he ha carefully examined the Advertisement, Specifications, Plans and site of the Project and form of Contract and Bond for the projects as specified and delineated at the price per unit of measure for each scheduled item of work stated in the Schedule of Prices following.

It is understood that the TOTAL PRICE stated by the undersigned in the Schedule of Prices is based on the estimated quantities and will control in the awarding of the Contract. It is further understood that the quantities stated in the Schedule of Prices for various items are estimates only and may be increased or decreased as provided in the Specifications.

**SCHEDULE OF PRICES**  
**BASE BID**

<b>Item No.</b>	<b>DESCRIPTION</b>	<b>Unit Measure</b>	<b>Quantity</b>	<b>Unit Price \$</b>	<b>Amount \$</b>
1	MOBILIZATION	LS	1		
2	CONSTRUCTION SIGNS	SF	222		
3	DRUMS (OR CONES)	UNIT	50		
4	BREAKAWAY BARRICADE	UNIT	10		
5	TRAFFIC CONTROL TRUCK WITH MOUNTED CRASH CUSHIONS	UNIT	2		
6	TRAFFIC DIRECTOR, FLAGGER	HOUR	80		
7	PORTABLE VARIABLE MESSAGE SIGN	UNIT	2		
8	JACKING AND TEMPORARY SUPPORT, IF AND WHERE DIRECTED	UNIT	2		
9	PIER SPALL REPAIR	SF	570		
10	PIER SPALL REPAIR IF AND WHERE DIRECTED	SF	60		
11	REMOVE EXISTING PILE JACKET	LF	110		
12	PILE REPAIR JACKET INSTALLATION & REPLACEMENT, 32" Ø	LF	205		

Date \_\_\_\_\_

Firm Name of Bidder \_\_\_\_\_

**PROPOSAL** (Continued)

<b>Item No.</b>	<b>DESCRIPTION</b>	<b>Unit Measure</b>	<b>Quantity</b>	<b>Unit Price \$</b>	<b>Amount \$</b>
13	PILE REPAIR JACKET INSTALLATION & REPLACEMENT, 32" Ø IF & WHERE DIRECTED	LF	30		
14	PILE REPAIR JACKET INSTALLATION & REPLACEMENT, 35" Ø	LF	58		
15	PILE REPAIR JACKET INSTALLATION & REPLACEMENT, 35" Ø IF & WHERE DIRECTED	LF	6		
16	PILE REPAIR JACKET INSTALLATION & REPLACEMENT, 38" Ø	LF	211		
17	PILE REPAIR JACKET INSTALLATION & REPLACEMENT, 38" Ø IF & WHERE DIRECTED	LF	30		
18	PORTABLE TRAFFIC SIGNAL SYSTEM	LS	1		

TOTAL PRICE BASE BID \_\_\_\_\_  
\$ \_\_\_\_\_

\_\_\_\_\_  
Firm Name of Bidder Date \_\_\_\_\_

ADDENDUM NO. 3 ACKNOWLEDGEMENT

Acknowledgement is hereby made of Addendum No. 3, issued on January 4, 2012, 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: \_\_\_\_\_