

CHATHAM COUNTY PURCHASING DEPARTMENT

ADDENDUM NO. 1 TO 14-0138-4

**FOR: STRUCTURAL REPAIRS TO THE FENDER SYSTEM AT THE CAUSTON BLUFF BRIDGES ON THE ISLANDS EXPRESSWAY**

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PLEASE NOTE THE FOLLOWING ADDITIONS AND/OR CHANGES:

SEE ATTACHED SHEETS (4) FOR RESPONSES TO QUESTIONS RECEIVED.

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BIDS REMAIN DUE BY **2:00 PM, WEDNESDAY, JANUARY 21, 2015.**

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THE BIDDER IS RESPONSIBLE FOR MAKING THE NECESSARY CHANGES AND MUST ACKNOWLEDGE RECEIPT OF ADDENDUM.

1/14/15  
DATE

  
ROBERT E. MARSHALL  
SENIOR PROCUREMENT SPECIALIST  
CHATHAM COUNTY

**ADDENDUM NO. 1  
TO  
CONTRACT DOCUMENTS**

**Repairs to the Fender System at the Causton Bluff Bridges over the Wilmington River**

**1. ANSWERS TO QUESTIONS ASKED BY MORE THAN ONE CONTRACTOR**

**For All Questions Regarding the Contract Time:**

**Answer:** The contract time has been extended to 120 days to account for material lead time and notification to the USCG

**For all Questions Regarding the Southern Navigation Light and Vertical Clearance Marker:**

**Answer:** At the Contractor's option, the South Navigation Light and Vertical Clearance marker can be repaired and reused or replaced. The intent is that both of these items are in their correct location and in proper working order at the completion of the project.

**For all Questions Regarding the Handrail and Deck Material Sizes:**

**Answer:** Use 4x4 posts and 2x6 decking – southern yellow pine No. 2 Dense or Better

**For all Questions Regarding the Fender Wales and Chocks:**

**Answer:** Use Select Structural Timber

**For all Questions Regarding the Opening of the Bascules and Traffic Control:**

**Answer:** Contractor to coordinate with the County and the Coast Guard a minimum of 2 days in advance. The County is open to the possibility of closing one lane of the bridge if it is imperative to project completion; however, the County must have 4 days advanced notice. Traffic Control beyond what is provided for normal bridge openings will be the responsibility of the Contractor. Traffic Control will follow all County and GDOT requirements.

**For all Questions Regarding the Wrapping of the Pile Dolphins**

**Answer:** Rewrap all pile dolphins containing 7 or more timber piles.

**For all Questions Regarding the Size and Type of Timber Piles**

**Answer:** Timber Piles shall be 14" butt diameter and follow the requirements in Specification Section 316219

## 2. INDIVIDUAL QUESTIONS

*Q: Note 13 Sheet G-01 states that copies of Permits are included with the bid documents. Can a copy of these permits be furnished prior to the bid?*

**A: Permit documentation is enclosed at the end of the project specifications.**

*Q: Does the Engineer or Owner know of any other permits required for the project to be obtained by the Contractor?*

**A: The Owner has obtained permits from the USACE and GADNR to perform the work. Contractor is responsible for filling out and sending the proper Bridge Pre-Construction Notification form to 7<sup>th</sup> District USCG. Engineer and Owner are not aware of other permits that may be required.**

*Q: Has Builder's Risk Insurance Coverage been deleted from the requirements?*

**A: Builder's Risk Insurance Coverage does not apply to this contract.**

*Q: Are liquidated damages to be charged for completion after the 60 day Contract Time?*

**A: There are no Liquidated Damages in this contract.**

*Q: Would the county please provide vertical clearance and KV information on the existing overhead power line?*

**A: Refer to applicable nautical charts for vertical clearance. KV information is unknown to the County. Contractor shall contact Georgia Power for vertical clearance.**

*Q: During the pre-bid, it was mentioned that before and after sonar surveys were going to be required. If required, is a single beam survey sufficient, or does it need to be multi-beam. If surveys are required, please provide specifications.*

**A: The USACE is requiring a Side Scan or Acoustic Imaging Scan of the area outlined in Section 011000, 1.3. The intent is to detect and identify underwater objects and various bathymetric features not normally detected with single beam or multibeam systems. The USACE is requiring Pre and Post construction side scan imagery in order to verify that nothing has been left behind on the channel bottom that poses a risk to navigation as a result of the demolition or construction.**

*Q: Would the county please locate any existing utilities that would be a conflict with spudding down a barge, and/or pile driving?*

**A: Per project specifications the contractor is responsible for location and protection of all utilities.**

*Q: What exactly constitutes a Good Faith Effort? There does not appear to be any work on this particular contract that is suitable to a MWBE. All work will be self-performed.*

**A: Go to County M/WBE website for Good Faith Effort : <https://mwbe.chathamcounty.org/Rules-for-Certification/Guidance-Concerning-Good-Faith-Efforts>**

*Q: Note 8 on sheet G-01 says that environmental controls should include "turbidity". Does this mean we are to use turbidity curtains ?*

**A: Turbidity curtains are not required unless expressly stated in the permits.**

*Q: Note 10 on sheet G-01 says there will be no fuel storage on the project site. Will the county reconsider this requirement?*

**A: As long as the Contractor is within the confines of environmental permits and USCG regulations the County has no objection to the storage of fuel on barges.**

*Q: Concerning the lower 4 rows of timber walers (strakes). The spec section 011000 has them listed under complete replacement , the note on the plans sheet S-02 (top left picture) says "reinstall lower four missing or heavily deteriorated wales" Are we completely replacing the bottom four rows or only doing the ones that are missing/deteriorated ?*

**A: Replace the lower four wales throughout the east fender system.**

*Q: Sheet S-03 Detail B2 says use 1" bolts and Detail B1 on the same page says use ¾" bolts. Which is correct?*

**A: Use ¾" bolts**

*Q: Can the contractor use the nearby boat landing to load/unload materials ....IF.... we agree not to block the boat ramp with the barge and also agree to only use one lane of the ramp with the truck for not more than 30 minutes at a time. Just long enough to load debris in a dump truck or unload a truck load of piling or timbers. This could be scheduled at MHW so the barge does not get stuck in the basin at low tide.*

**A. Contractor to coordinate with Coast Guard for use of boat ramp to establish length of time the landing can be utilized for loading/unloading.**

*Q: Is the Contractor required to purchase all materials for the project from a Georgia DOT QPL vendor?*

**A: No**

*Q: Can you provide a detail showing the ¾" galvanized bolt pattern through the 13 timber pile dolphin?*

**A: The inner 7 piles will be bolted similar to the Detail C1, Sheet S-03. Connect the outer 6 piles to adjacent pile in the inner 7 pile cluster with ¾" where possible and bring all piles tight together using wire rope.**

*Q: Has the Engineer or Owner been in Contact with Georgia Power to see if the south high voltage power lines can be de-energized during construction? Are there any seasonal restrictions to de-energizing those power lines over the work?*

**A: The engineer and owner have not Contacted Georgia Power. We are unaware of seasonal restrictions.**

*Q: GDOT specifications appear to only allow CCA, CCA-C and Pentachlorophenol. This is from their QPL list. This treatment would work for Toimber pile and for wood in contact with salt water above. Does the Engineer have an approved wood treatment for wood used outside the splash zone and for human contact?*

**A: Timber piles, wales, and chocks shall be CCA Treated-2.5 pcf. Timber decking and handrail components shall be CCA Treated-0.4 pcf.**