

DELAWARE RIVER JOINT TOLL BRIDGE COMMISSION
ADMINISTRATIVE OFFICES
110 WOOD AND GROVE STREETS
MORRISVILLE, PENNSYLVANIA 19067

**CONTRACT NO. T-708A, CAPITAL PROJECT 1648A
NEW HOPE – LAMBERTVILLE TOLL BRIDGE
FLOOR SYSTEM REHABILITATION**

ADDENDUM NO. 2

This **Addendum No. 2** provides additional information in connection with **Contract No. T-708A, Capital Project 1648A** and is hereby made a part of the Contract. This Addendum is to be signed by the Bidder and this **Page AD2-1** is to be attached to the bid proposal.

This Addendum including pages **AD2-1** through **AD2-3** and **Plan Sheet Nos. 15R, 16R, 18R and 21R of 23** is hereby accepted and agreed that it shall become part of the **Contract No. T-708A, Capital Project 1648A** Documents.

DATE: _____
(CONTRACTOR'S NAME)

(SEAL) BY: _____

ATTEST: _____

FOLLOW-UP TO PRE-PROPOSAL CONFERENCE DISCUSSIONS

1. Inquiry - Are bidders required to provide Component Item Schedules as part of their bid to be submitted on Thursday, February 22, 2018?

Response - No; however and as per Section 103.01(a) of the General Provision on Page GP-12, the apparent low bidder is required to complete and submit, within two (2) business days, a Component Item Schedule for each lump sum item requiring a Component Item Schedule (CIS) in the bid, providing quantities and unit prices for the component items associated with that lump sum pay item.

RESPONSE TO INQUIRIES SUBMITTED AS OF FEBRUARY 9, 2018

1. Inquiry - Ref: Item No. 9056-5004 – Structural Steel Repair, Type B1

On Special Provisions pages SP-44 and SP-45 under Measurement and Payment:

“...removal of part of the web and welding new plates as per plan...”

On contract plan sheet 18 of 23, under Procedure for Repair B1, paragraph 6:

“6. Remove any bent section of the web and install a repair plate matching thickness by full penetration groove weld in the removed section.”

Since there is no indication of how many locations will require a new repair plate, shall we assume that all B1 repairs will require this plate?

Response - Two of the four specified Type B1 repairs require removal and replacement of a portion of the existing web. Additionally, one of the two if-and-where directed items shall be assumed to require removal and replacement of a portion of the existing web. The summary effect is that 50% of the Type B1 repairs include removal and replacement of a portion of the existing web. The locations as well as additional procedures and details for Type B1 repairs requiring removal and replacement of a portion of the existing web are depicted on Plan Sheets Nos. 15R, 16R, 18R and 21R of 23 contained herewith in Addendum No. 2.

CHANGES TO THE SPECIAL PROVISIONS

1. Add the following sentence to the end of the first paragraph of Item No. 9056-5004 – Structural Steel Repair, Type B1 on Page SP-44:

Temporary support for a section of the existing web that is to be removed is also included when the section of the existing web at the beam end near the bottom flange is bent and requires removal and replacement.

2. Revise the last paragraph of Item No. 9056-5004 – Structural Steel Repair, Type B1 on Pages SP-44 and SP-45 to read as follows:

No separate payment will be made for field verifications necessary for proper fabrication of repair components, removal and disposal of existing steel and connections, drilling arrestor holes if required, installing temporary support, new connection bolts, nuts and washers, removal of part of the web and welding new plates as per plan, removal and reinstallation of diaphragms (if required) for access, providing new high strength bolts for reinstallation of diaphragms, furnishing and erection of all steel work including connections, temporary support of partial components to remain, any additional work necessary to access the repair areas, and shop and field painting, but the costs thereof shall be included in the unit price bid for the pay item Structural Steel Repair, Type B1. Payment for cleaning and painting steel surfaces in the repair areas will be made under the pay item Zone Painting Existing Structural Steel Using Organic Zinc Coating Systems. Access to repair areas including installing any temporary platform shall not be paid separately but the cost shall be incidental to the respective pay item.

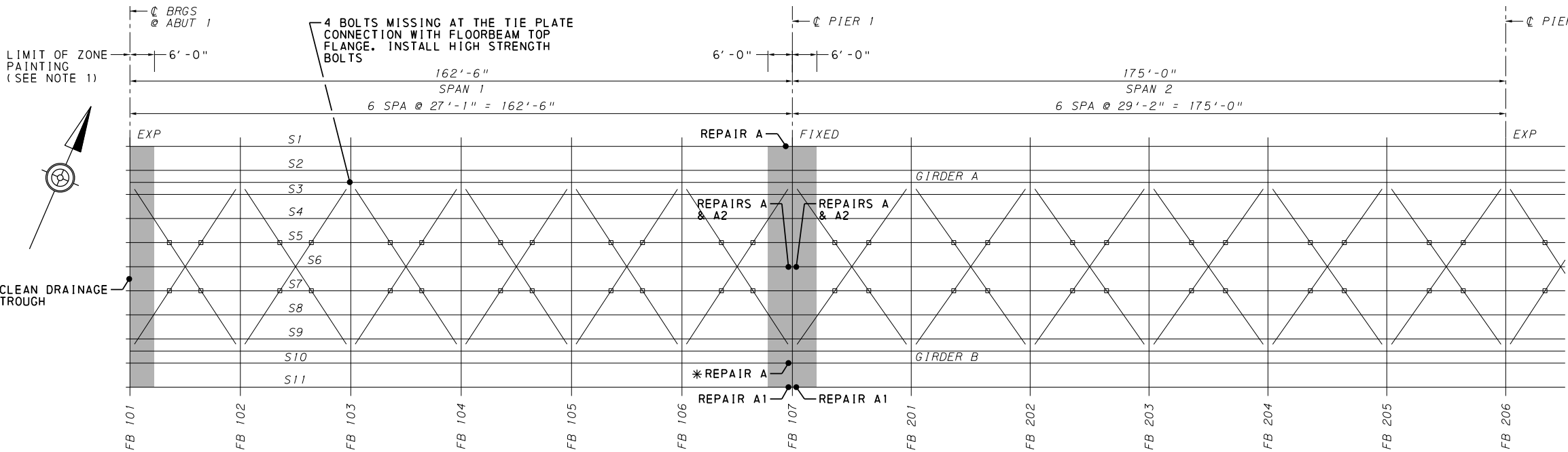
CHANGES TO THE PLANS

1. Replace Plan Sheet Nos. 15, 16, 18 and 21 of 23 with Plan Sheet Nos. 15R, 16R, 18R and 21R of 23 respectively and contained herewith in Addendum No. 2.

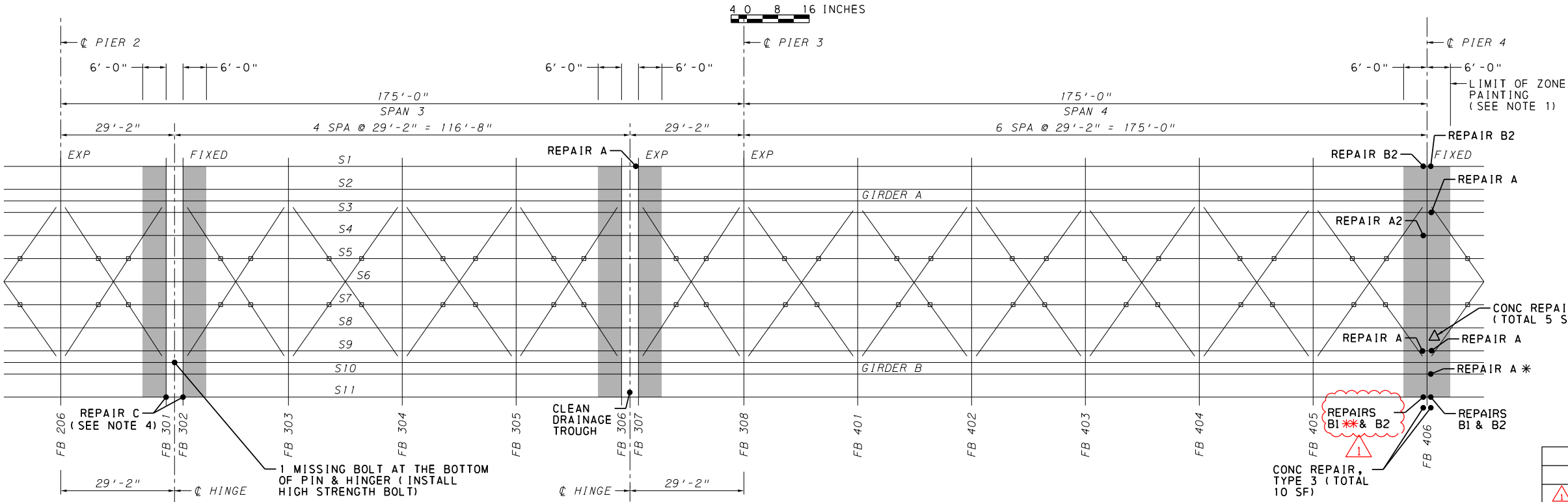
COUNTY	TOWNSHIP OF	ROUTE	TOTAL SHEETS
BUCKS, PA	SOLEBURY	US 202	23
HUNTERDON, NJ	DELAWARE		

NOTES:

- ALL STRUCTURAL STEEL INCLUDING BUT NOT LIMITED TO GIRDER, FLOORBEAM, STRINGER, BEARING, LATERAL BRACING, STIFFENER, CATWALK, AND ALL OTHER STEEL ELEMENTS SHALL BE CLEANED AND PAINTED WITHIN THE ZONE PAINTING LIMIT. THE END 1'-0" OF THE JOINT SUPPORT CHANNELS WILL ALSO BE CLEANED AND PAINTED. THE 6'-0" LIMIT SHALL BE MEASURED FROM END OF THE STRINGER.
- FOR DESCRIPTION OF THE REPAIR TYPES, SEE SHEET 2 OF 23.
- FOR REPAIR TYPE DETAILS, SEE SHEETS 18 THRU 23 OF 23.
- BOTTOM OF THE STIFFENER PLATE SHALL BE CUT TO CLEAR THE REPAIR PLATE OR REPAIR ANGLES.
- FOR CLEANING OF DECK JOINT TROUGH, SEE NOTES ON THIS SHEET AND SPECIAL PROVISIONS ITEM NO. 9071-1002.
- INSTALLATION OF HIGH STRENGTH BOLTS SHALL INCLUDE REAMING AND/OR DRILLING. NO SEPARATE PAYMENT WILL BE MADE FOR REAMING AND/OR DRILLING. (PAID UNDER ITEM 9000-0055).



FRAMING PLAN - SPANS 1 AND 2



FRAMING PLAN - SPANS 3 AND 4

LEGEND

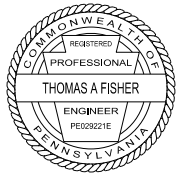
△ REMOVE UNSOUND CONCRETE FROM HAUNCH OVER DIAPHRAGM, CLEAN AND EPOXY COAT ANY EXPOSED REBARS AND APPLY EPOXY WATERPROOFING ON EXPOSED CONCRETE. PAYMENT WILL BE MADE FOR THIS REPAIR, UNDER PAY ITEM 9001-0001, CONCRETE REPAIR, TYPE 3.

■ LIMIT OF ZONE PAINTING
* HORIZONTAL CRACK EXISTS AT THIS LOCATION (SEE DETAIL 9, SHEET 20 OF 23)

1 ** SECTION OF EXISTING WEB AT BEAM END NEAR BOTTOM FLANGE IS BENT AND REQUIRES REMOVAL AND REPLACEMENT

DECK DRAINAGE TROUGH CLEANING NOTES:

- THIS WORK INCLUDES THE REMOVAL OF THE DIRT AND DEBRIS FROM THE DRAINAGE TROUGH AND CONNECTING DOWNSPOUT AT LOCATIONS SHOWN IN THE PLAN TO THE SATISFACTION OF THE ENGINEER.
- CONTRACTOR TO PROVIDE DETAILED CLEANING PROCEDURE INCLUDING ANY EQUIPMENT USED FOR THE CLEANING OF THE TROUGH TO THE ENGINEER FOR APPROVAL.
- PAYMENT FOR CLEANING OF THE DRAINAGE TROUGH WILL BE MADE UNDER ITEM "CLEAN DRAINAGE TROUGH"



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MORRISVILLE, PENNSYLVANIA

NEW HOPE-LAMBERTVILLE TOLL BRIDGE
FLOOR SYSTEM REHABILITATION

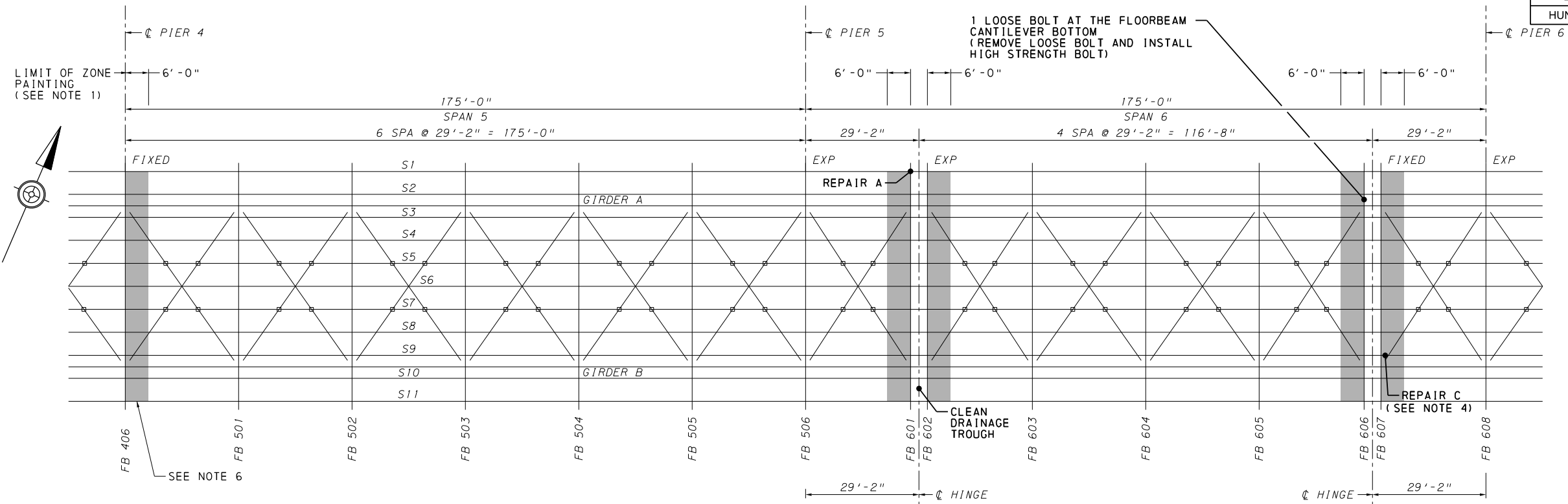
FRAMING PLAN - 1

SCALE: 1/16" = 1'-0"
DATE: JANUARY 2018

CONTRACT NO. T-708A

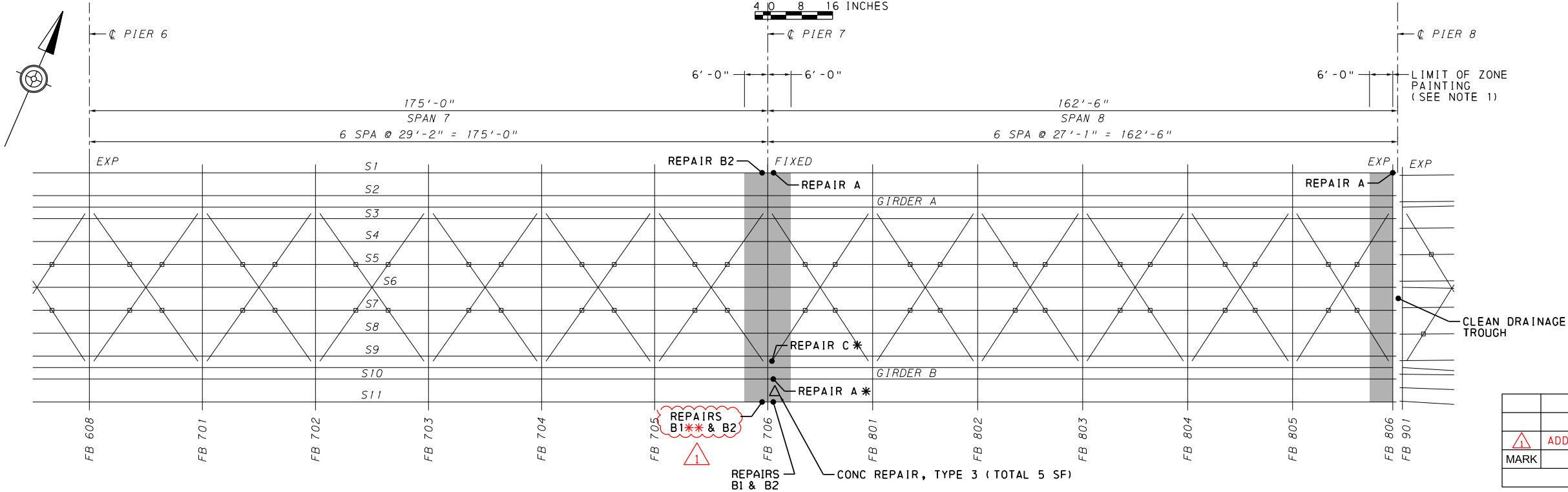
SHEET NO. 15 OF 23

COUNTY	TOWNSHIP OF	ROUTE	TOTAL SHEETS
BUCKS, PA	SOLEBURY	US 202	23
HUNTERDON, NJ	DELAWARE		



FRAMING PLAN - SPANS 5 AND 6

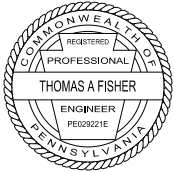
- NOTES:
- ALL STRUCTURAL STEEL INCLUDING BUT NOT LIMITED TO GIRDER, FLOORBEAM, STRINGER, BEARING, LATERAL BRACING, STIFFENER, CATWALK, AND ALL OTHER STEEL ELEMENTS SHALL BE CLEANED AND PAINTED WITHIN THE ZONE PAINTING LIMIT. THE END 1'-0" OF THE JOINT SUPPORT CHANNELS WILL ALSO BE CLEANED AND PAINTED. THE 6'-0" LIMIT SHALL BE MEASURED FROM END OF THE STRINGER.
 - FOR DESCRIPTION OF THE REPAIR TYPES, SEE SHEET 2 OF 23.
 - FOR REPAIR TYPE DETAILS, SEE SHEETS 18 THRU 23 OF 23.
 - BOTTOM OF THE STIFFENER PLATE SHALL BE CUT TO CLEAR THE REPAIR PLATE OR REPAIR ANGLES.
 - FOR CLEANING OF DECK JOINT TROUGH, SEE NOTES ON SHEET 15 OF 23 AND SPECIAL PROVISIONS ITEM NO. 9071-1002.
 - FOR REPAIR AT PIER 4, SEE SHEET 15 OF 23.
 - INSTALLATION OF HIGH STRENGTH BOLTS SHALL INCLUDE REAMING AND/OR DRILLING. NO SEPARATE PAYMENT WILL BE MADE FOR REAMING AND/OR DRILLING. (PAID UNDER ITEM 9000-0055).



FRAMING PLAN - SPANS 7 AND 8

MARK	DESCRIPTION	BY	CHK.	DATE
△	ADDENDUM NO. 2	MJM	HR	02/13/18
REVISIONS				

- LEGEND
- △ REMOVE UNSOUND CONCRETE FROM HAUNCH OVER DIAPHRAGM, CLEAN AND EPOXY COAT ANY EXPOSED REBARS AND APPLY EPOXY WATERPROOFING ON EXPOSED CONCRETE. PAYMENT WILL BE MADE FOR THIS REPAIR, UNDER PAY ITEM 9001-0001, CONCRETE REPAIR, TYPE 3.
 - LIMIT OF ZONE PAINTING
 - * HORIZONTAL CRACK EXISTS AT THIS LOCATION (SEE DETAIL 9, SHEET 20 OF 23)
 - 1 ** SECTION OF EXISTING WEB AT BEAM END NEAR BOTTOM FLANGE IS BENT AND REQUIRES REMOVAL AND REPLACEMENT



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NEW HOPE-LAMBERTVILLE TOLL BRIDGE
FLOOR SYSTEM REHABILITATION

FRAMING PLAN - 2

SCALE: 1/16" = 1'-0"
DATE: JANUARY 2018

CONTRACT NO. T-708A SHEET NO. 16R OF 23

SUGGESTED REPAIR PROCEDURES *

COUNTY	TOWNSHIP OF	ROUTE	TOTAL SHEETS
BUCKS, PA	SOLEBURY	US 202	23
HUNTERDON, NJ	DELAWARE		

PROCEDURE FOR REPAIR A:

- CLEAN AND PRIME ALL STEEL ELEMENTS TO THE LIMITS SHOWN ON THE PLANS AS A PART OF THE ITEM "ZONE PAINTING EXISTING STRUCTURAL STEEL USING ORGANIC ZINC COATING SYSTEM"
- REMOVE THE BEARING CONNECTION BOLTS TO ACCESS THE REPAIR AREA.
- AT REPAIR LOCATIONS, CHECK FOR AND ESTABLISH LIMITS OF ANY CRACKS USING DYE PENETRANT TEST KIT. DRILL AN ARRESTOR HOLE AT THE END OF THE CRACK (IF EXISTS) OR END OF CRACK THAT HAS PROPAGATED BEYOND AN EXISTING ARRESTOR HOLE. (NOTE: AFTER BLAST CLEANING, THE DYE PENETRANT TEST WILL BE PERFORMED BY THE ENGINEER.)
- WELD REPAIR PLATE TO BOTH SIDES OF THE STRINGER WEB AS PER PLAN DETAILS. REMOVE PRIME COAT TO BASE METAL FROM THE WELDING AREA.
- INSTALL NEW CONNECTION BOLTS, NUTS, AND WASHERS.
- REPAIR ANY DAMAGED PRIME COATING BEFORE APPLYING INTERMEDIATE COAT.
- APPLY INTERMEDIATE AND FINISH COATS TO THE LIMITS SHOWN ON THE PLANS AS A PART OF THE ITEM "ZONE PAINTING EXISTING STRUCTURAL STEEL USING ORGANIC ZINC COATING SYSTEM".

PROCEDURE FOR REPAIR A1:

- CLEAN AND PRIME ALL STEEL ELEMENTS TO THE LIMITS SHOWN ON THE PLAN AS A PART OF THE ITEM "ZONE PAINTING EXISTING STRUCTURAL STEEL USING ORGANIC ZINC COATING SYSTEM"
- CLOSE RIGHT LANE DIRECTLY ABOVE THE DIAPHRAGM ADJACENT TO THE REPAIR AREA. NO LANE CLOSURE REQUIRED IF THE REPAIR IS UNDER LEFT LANE.
- REMOVE THE DIAPHRAGM TO ACCESS THE REPAIR AREA.
- AT REPAIR LOCATIONS, CHECK FOR AND ESTABLISH LIMITS OF ANY CRACKS USING DYE PENETRANT TEST KIT. DRILL AN ARRESTOR HOLE AT THE END OF THE CRACK (IF EXISTS). (NOTE: AFTER BLAST CLEANING THE DYE PENETRANT TEST WILL BE PERFORMED BY ENGINEER.)
- WELD REPAIR PLATE TO BOTH SIDES OF THE STRINGER WEB AS PER PLAN DETAILS. REMOVE PRIME COAT TO BASE METAL FROM THE WELDING AREA.
- REPAIR ANY DAMAGED PRIME COATING BEFORE APPLYING INTERMEDIATE COAT.
- INSTALL THE DIAPHRAGM WITH NEW HIGH STRENGTH BOLTS MATCHING THE EXISTING HOLES.
- REOPEN CLOSED LANE ABOVE WORK AREA, IF CLOSED.
- APPLY INTERMEDIATE AND FINISH COATS TO THE LIMITS SHOWN ON THE PLANS AS A PART OF THE ITEM "ZONE PAINTING EXISTING STRUCTURAL STEEL USING ORGANIC ZINC COATING SYSTEM".

PROCEDURE FOR REPAIR A2:

- CLEAN AND PRIME ALL STEEL ELEMENTS TO THE LIMITS SHOWN ON THE PLANS AS A PART OF THE ITEM "ZONE PAINTING EXISTING STRUCTURAL STEEL USING ORGANIC ZINC COATING SYSTEM".
- CLOSE LANE DIRECTLY ABOVE THE DIAPHRAGM TO BE REMOVED FOR ACCESS ADJACENT TO THE REPAIR AREA. NO LANE CLOSURE REQUIRED IF THE REPAIR IS UNDER LEFT LANE.
- REMOVE THE ONE SIDE DIAPHRAGM TO ACCESS THE REPAIR AREA.
- AT REPAIR LOCATIONS, CHECK FOR AND ESTABLISH LIMITS OF ANY CRACKS USING DYE PENETRANT TEST KIT. DRILL AN ARRESTOR HOLE AT THE END OF ANY CRACK FOUND. (NOTE: AFTER BLAST CLEANING THE DYE PENETRANT TEST WILL BE PERFORMED BY THE ENGINEER.)
- REMOVE PRIME COAT TO BASE METAL FROM THE WELDING AREA. WELD REPAIR PLATE TO THE STRINGER WEB AS PER PLAN DETAILS. INSTALL THE DIAPHRAGM WITH NEW HIGH STRENGTH BOLTS MATCHING THE EXISTING HOLES.
- REPEAT STEPS 2 THRU 4 FOR INSTALLING REPAIR PLATE AT THE OTHER SIDE.
- REPAIR ANY DAMAGED PRIME COATING BEFORE APPLYING INTERMEDIATE COAT.
- OPEN CLOSED LANE ABOVE WORK AREA, IF CLOSED.
- APPLY INTERMEDIATE AND FINISH COATS TO THE LIMITS SHOWN ON THE PLANS AS A PART OF THE ITEM "ZONE PAINTING EXISTING STRUCTURAL STEEL USING ORGANIC ZINC COATING SYSTEM".

PROCEDURE FOR REPAIR B1:

- CLEAN AND PRIME ALL STEEL ELEMENTS TO THE LIMITS SHOWN ON THE PLANS AS A PART OF THE ITEM "ZONE PAINTING EXISTING STRUCTURAL STEEL USING ORGANIC ZINC COATING SYSTEM".
- CLOSE RIGHT LANE DIRECTLY ABOVE THE DIAPHRAGM ADJACENT TO REPAIR AREA FOR ACCESS.
- REMOVE THE DIAPHRAGM TO ACCESS THE REPAIR AREA.
- AT REPAIR LOCATIONS, CHECK FOR AND ESTABLISH LIMITS OF ANY CRACKS USING DYE PENETRANT TEST KIT. DRILL AN ARRESTOR HOLE AT THE END OF THE CRACK (IF EXISTS). (NOTE: AFTER BLAST CLEANING THE DYE PENETRANT TEST WILL BE PERFORMED BY THE ENGINEER.)
- DETERMINE THE LENGTH OF THE REPAIR ANGLE BASED ON THE DETAIL SHOWN ON THE CONTRACT PLAN. LENGTH OF THE REPAIR ANGLE WILL BE DIFFERENT IF A B2 TYPE IS SPECIFIED AT THE SAME LOCATION.

- 1

6. WHEN SECTION OF EXISTING WEB AT BEAM END NEAR BOTTOM FLANGE IS BENT AND REQUIRES REMOVAL AND REPLACEMENT, FIRST PROVIDE TEMPORARY SUPPORT FOR SECTION OF EXISTING WEB TO BE REMOVED.

REMOVE ANY BENT SECTION OF THE WEB AND INSTALL A REPAIR PLATE MATCHING THICKNESS BY FULL PENETRATION GROOVE WELD IN THE REMOVED SECTION.

- FIELD DRILL THE BOLT HOLES IN THE STRINGER WEB USING HOLES IN THE RETROFIT ANGLE AS TEMPLATE.
- GRIND THE CORNER OF THE REPAIR ANGLE TO CLEAR THE CONNECTION FILLET WELD.
- BOLT RETROFIT ANGLE AND PLATE TO THE WEB.
- IF REPAIR TYPE B2 IS DONE AT THIS LOCATION, THEN THE WEB REPAIR ANGLE SHALL BE INSTALLED BUTT AGAINST THE FLANGE ANGLE AND TO BE WELDED AS SHOWN IN THE PLAN.
- REPAIR ANY DAMAGED PRIME COATING BEFORE APPLYING INTERMEDIATE COAT.
- INSTALL THE DIAPHRAGM WITH NEW HIGH STRENGTH BOLTS BY BOLTING THE CHANNEL, EXISTING CONNECTION PLATE, AND NEW REPAIR ANGLE TOGETHER USING THE EXISTING HOLES. INSTALL THE BOLTS IN THE WEB TO CONNECT THE ANGLE AND PLATE.
- REOPEN CLOSED LANE ABOVE THE WORK AREA.
- APPLY INTERMEDIATE AND FINISH COATS TO THE LIMITS SHOWN ON THE PLANS AS A PART OF THE ITEM "ZONE PAINTING EXISTING STRUCTURAL STEEL USING ORGANIC ZINC COATING SYSTEM".

PROCEDURE FOR REPAIR B2:

- CLEAN AND PRIME ALL STEEL ELEMENTS TO THE LIMITS SHOWN ON THE PLANS AS A PART OF THE ITEM "ZONE PAINTING EXISTING STRUCTURAL STEEL USING ORGANIC ZINC COATING SYSTEM".
- AT REPAIR LOCATIONS, CHECK FOR AND ESTABLISH LIMITS OF ANY CRACKS USING DYE PENETRANT TEST KIT. DRILL AN ARRESTOR HOLE AT THE END OF THE CRACK (IF EXISTS). (NOTE: AFTER BLAST CLEANING THE DYE PENETRANT TEST WILL BE PERFORMED BY THE ENGINEER.)
- REMOVE THE BENT AND DETERIORATED SECTION OF THE STRINGER FLANGE. DO NOT REMOVE THE FLANGE ABOVE BEARING SHOE. IF SECTION OF THE FLANGE TO BE REMOVED AT BOTH SIDES OF THE WEB, THEN REMOVAL OF THE DETERIORATED/BENT SECTION OF THE FLANGE AND INSTALLATION OF THE ANGLE SHALL BE COMPLETED AT ONE SIDE BEFORE STARTING THE FLANGE REMOVAL ON THE OTHER SIDE. (CONTRACTOR MAY REMOVE DIAPHRAGM IF REQUIRED FOR ACCESS.)
- CUT THE DIAPHRAGM CONNECTION PLATE BELOW THE CHANNEL TO RECEIVE NEW RETROFIT ANGLE.
- DETERMINE THE LENGTH OF THE REPAIR ANGLE BASED ON THE DETAIL SHOWN ON THE CONTRACT PLAN.
- FIELD DRILL THE BOLT HOLES IN THE STRINGER FLANGE USING HOLES IN THE RETROFIT ANGLE AS TEMPLATE.
- AT LOCATIONS WHERE THERE IS AN EXISTING REPAIR PLATE, GRIND THE WELD OFF ON THE VERTICAL SIDE OF THE EXISTING REPAIR PLATE. FIELD CUT THE VERTICAL LEG OF THE RETROFIT ANGLE TO BUTT AGAINST EXISTING PLATE.
- FIELD DRILL HOLE IN THE RETROFIT ANGLE AT THE BEARING CONNECTION BOLT LOCATION, MATCHING THE SIZE OF THE HOLES IN THE EXISTING STRINGER FLANGE.
- INSTALL FILL PLATE (1/8" MIN) AS NEEDED.
- GRIND THE CORNER OF THE REPAIR ANGLE TO CLEAR THE STRINGER FILLET AND CUT THE VERTICAL LEG TO CLEAR EXISTING CONNECTION OR REPAIR PLATE WHERE APPLICABLE.
- BOLT ANGLE TO BOTTOM FLANGE AND WELD TOP AND SIDES OF THE ANGLE WITH THE WEB AND EXISTING REPAIR PLATE (IF APPLICABLE).
- REPAIR ANY DAMAGED PRIME COATING BEFORE APPLYING INTERMEDIATE COAT.
- APPLY INTERMEDIATE AND FINISH COATS TO THE LIMITS SHOWN ON THE PLANS AS A PART OF THE ITEM "ZONE PAINTING EXISTING STRUCTURAL STEEL USING ORGANIC ZINC COATING SYSTEM".

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PROCEDURE FOR REPAIR B1 AND B2 TOGETHER:

AT LOCATIONS WHERE BOTH TYPE B1 AND B2 REPAIRS ARE TO BE PERFORMED AND A SECTION OF THE EXISTING WEB IS TO BE REMOVED AND REPLACED, FIRST PROVIDE TEMPORARY SUPPORT FOR THE SECTION OF EXISTING WEB TO BE REMOVED THEN REMOVE ANY BENT SECTION OF THE WEB AND INSTALL A REPAIR PLATE MATCHING THICKNESS BY FULL PENETRATION GROOVE WELD. NEXT PERFORM THE TYPE B2 REPAIR AND THEN PERFORM THE REMAINING PORTION OF THE TYPE B1 REPAIR. BOTH REPAIRS TO FOLLOW THE PROCEDURES PROVIDED ON THIS SHEET.

AT LOCATIONS WHERE BOTH TYPE B1 AND B2 REPAIRS ARE TO BE PERFORMED AND A SECTION OF THE EXISTING WEB DOES NOT REQUIRE REMOVAL AND REPLACEMENT, FIRST PERFORM THE TYPE B2 REPAIR AND THEN PERFORM THE TYPE B1 REPAIR. BOTH REPAIRS TO FOLLOW THE PROCEDURES PROVIDED ON THIS SHEET.

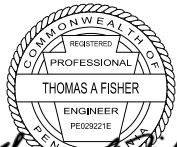
PROCEDURE FOR REPAIR C:

- CLEAN AND PRIME ALL STEEL ELEMENTS TO THE LIMITS SHOWN ON THE PLANS AS A PART OF THE ITEM "ZONE PAINTING EXISTING STRUCTURAL STEEL USING ORGANIC ZINC COATING SYSTEM".
- AT REPAIR LOCATIONS, CHECK FOR AND ESTABLISH LIMITS OF ANY CRACKS (IF EXISTS) OR END OF CRACK THAT HAS PROPAGATED BEYOND AN EXISTING ARRESTOR HOLE. (NOTE: AFTER BLAST CLEANING THE DYE PENETRANT TEST WILL BE PERFORMED BY THE ENGINEER.)
- WELD REPAIR PLATE TO BOTH SIDES OF THE STRINGER WEB AS PER PLAN DETAILS. REMOVE PRIME COAT TO BASE METAL FROM THE WELDING AREA.
- REPAIR ANY DAMAGED PRIME COATING BEFORE APPLYING INTERMEDIATE COAT.
- APPLY INTERMEDIATE AND FINISH COATS TO THE LIMITS SHOWN ON THE PLANS AS A PART OF THE ITEM "ZONE PAINTING EXISTING STRUCTURAL STEEL USING ORGANIC ZINC COATING SYSTEM".

*ALTERNATE REPAIR PROCEDURE:

THE CONTRACTOR MAY MODIFY THE SUGGESTED PROCEDURES AND PERFORM THE STEEL AND CONCRETE REPAIRS PRIOR TO PERFORMING THE CLEANING AND PRIMING OF THE STEEL. THE CONTRACTOR'S PROCEDURES SHALL BE APPROVED BY THE ENGINEER PRIOR TO BEGINNING ANY OF THIS WORK.

<div>1</div>	ADDENDUM NO. 2	HR	TF	02/13/18
MARK	DESCRIPTION	BY	CHK.	DATE
REVISIONS				



IH Engineers, P.C.
103 COLLEGE ROAD EAST
PRINCETON, NJ 08540

DELAWARE RIVER JOINT TOLL BRIDGE COMMISSION
MORRISVILLE, PENNSYLVANIA

NEW HOPE-LAMBERTVILLE TOLL BRIDGE
FLOOR SYSTEM REHABILITATION

STRINGER REPAIR DETAILS - 1

SCALE: NONE

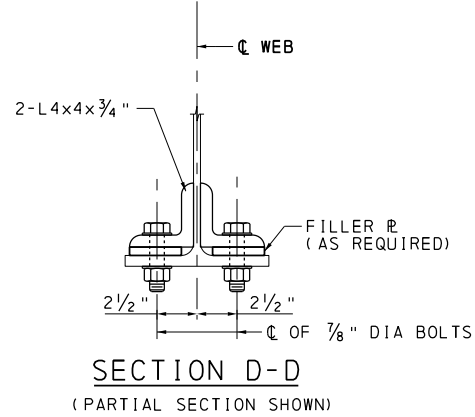
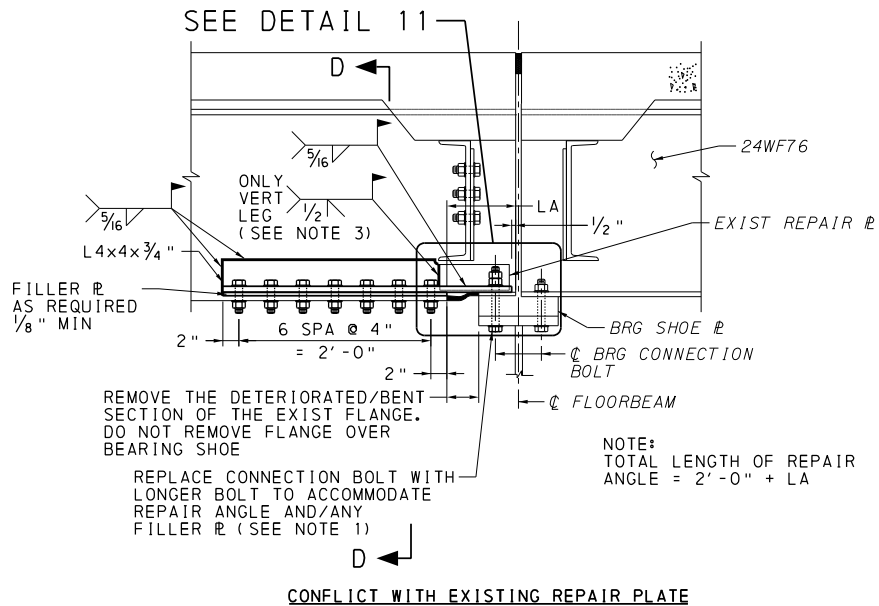
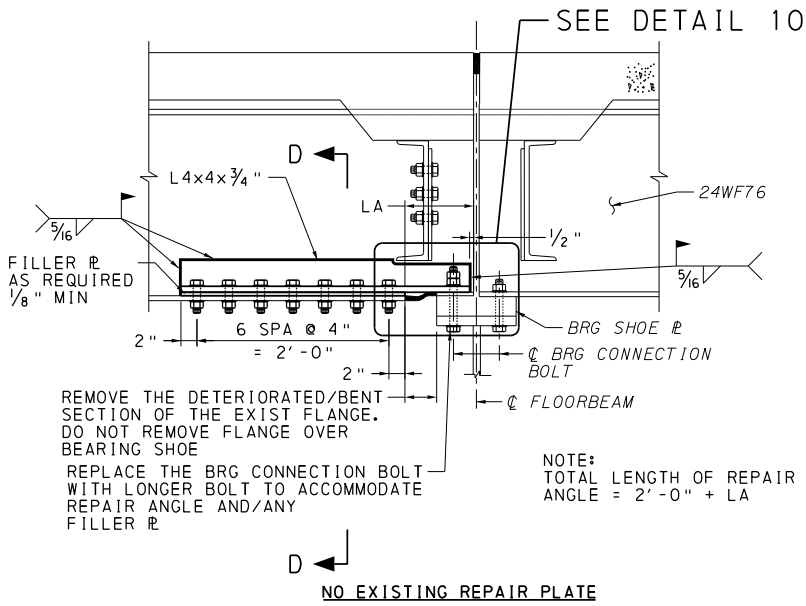
DATE: JANUARY 2018

CONTRACT NO. T-708A

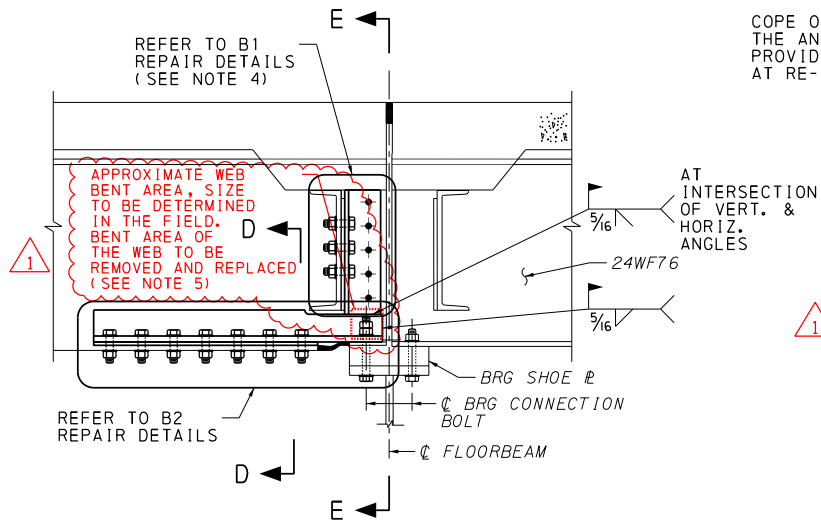
SHEET NO.18R OF 23

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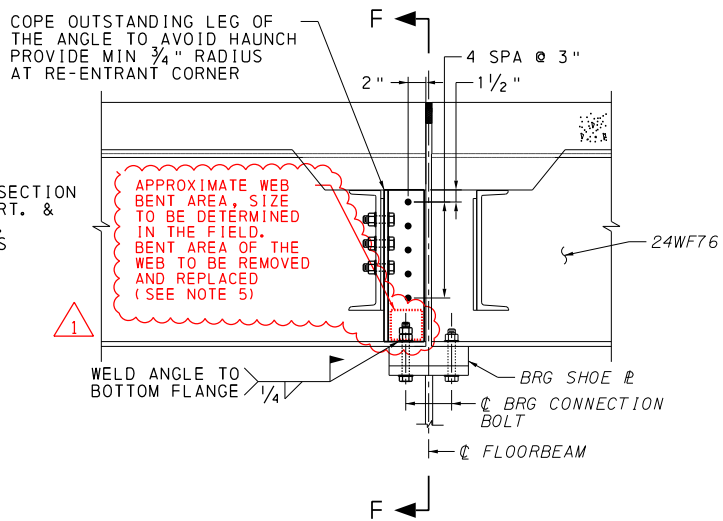
COUNTY	TOWNSHIP OF	ROUTE	TOTAL SHEETS
BUCKS, PA	SOLEBURY	US 202	23
HUNTERDON, NJ	DELAWARE		



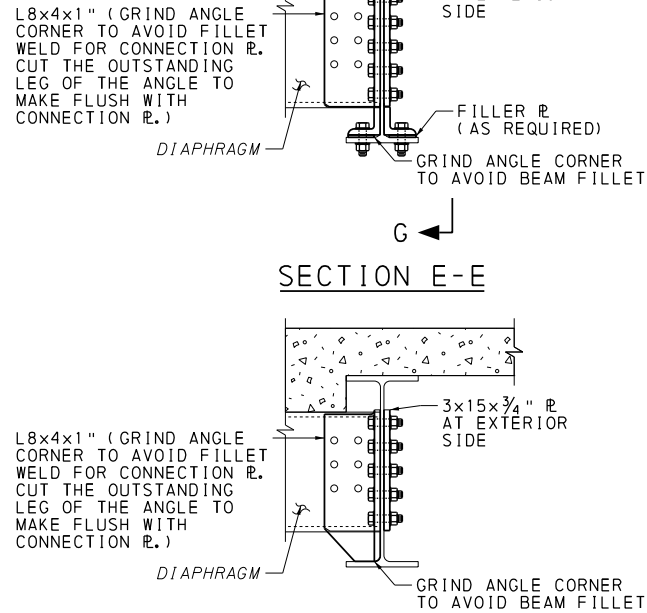
- NOTE:
- A SLOTTED HOLE (2 1/2"x1") SHALL BE PROVIDED IN THE HORIZONTAL LEG OF THE REPAIR ANGLE ON THE EXPANSION SIDE OF THE STRINGER. BOLT ON THE EXPANSION SIDE SHALL BE HAND TIGHTENED UNTIL SNUG, THEN BACKED 1/2 TURN AND LOCKED IN PLACE WITH ANOTHER NUT.
 - ALL BOLTS ARE 7/8" DIA, UNLESS OTHERWISE NOTED.
 - FOR TYPE B2 REPAIR, WHEN WEB REPAIR PLATE EXISTS, THE FLANGE REPAIR ANGLE VERTICAL LEG TO BE CUT TO CLEAR THE EXISTING REPAIR PLATE AND WELD AS SHOWN IN THE DETAIL.
 - WHEN BOTH REPAIR TYPE B1 AND B2 TO BE PERFORMED AT SAME END OF A STRINGER, THEN REPAIR DETAIL FOR B1 TO BE MODIFIED BY CUTTING BOTTOM PORTION OF THE VERTICAL REPAIR ANGLE TO CLEAR THE VERTICAL LEG OF HORIZONTAL REPAIR ANGLE.
 - STRUCTURAL STEEL REPAIR TYPE B1 SHALL INCLUDE REMOVAL AND REPLACEMENT OF SECTION OF EXISTING WEB AT LOCATIONS CALLED OUT ON THE FRAMING PLANS.



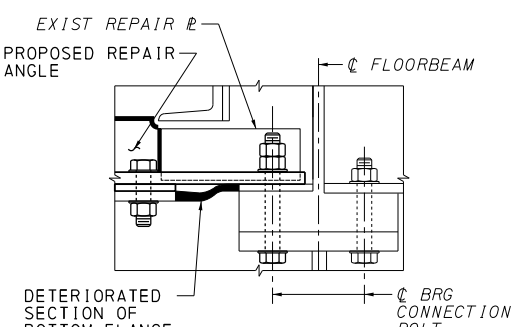
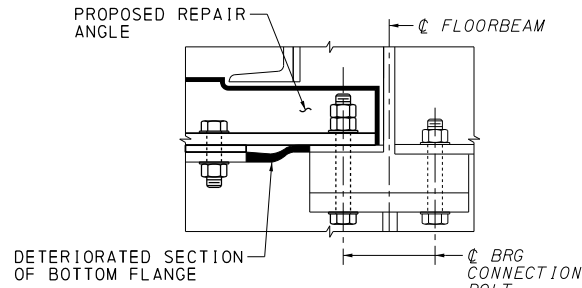
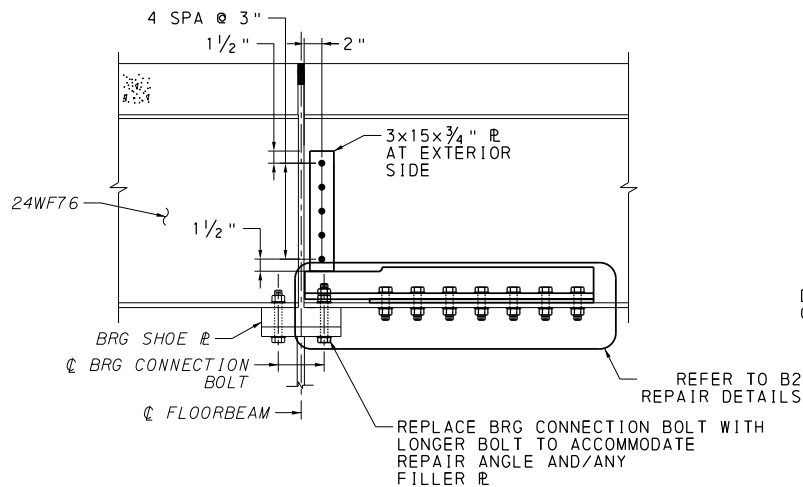
TYPE B1 AND B2 REPAIR TOGETHER
(NO CONFLICTS WITH EXISTING REPAIR PLATE)



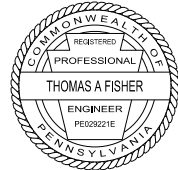
TYPE B1 REPAIR WEB REPAIR
(NO PROPOSED FLANGE REPAIR)



SECTION F-F



MARK	DESCRIPTION	BY	CHK.	DATE
ADDENDUM NO. 2		MJM	HR	02/13/18
REVISIONS				



IH Engineers, P.C.
103 COLLEGE ROAD EAST
PRINCETON, NJ 08540

DELAWARE RIVER JOINT TOLL BRIDGE COMMISSION
MORRISVILLE, PENNSYLVANIA

NEW HOPE-LAMBERTVILLE TOLL BRIDGE
FLOOR SYSTEM REHABILITATION

STRINGER REPAIR DETAILS - 4

SCALE: NOT TO SCALE
DATE: JANUARY 2018

CONTRACT NO. T-708A

SHEET NO. 21R OF 23