

DELAWARE RIVER AND BAY AUTHORITY

CAPE MAY AIRPORT

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ADDENDUM NO. 2

TO

CONTRACT NO. WWD-23-B

PUBLIC USE HANGAR

March 18, 2025

To all concerned:

The original Contract Documents issued February 26, 2025, shall be amended as noted herein. This Addendum No. 2 shall hereby become part of the Contract Documents. **Bidders must acknowledge this Addendum in the space provided on the signature page of the Bid forms.**

Amendment No. 1: Written Questions/Answers (see below).

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**CONTRACT NO. WWD-23-B**  
**Addendum No. 2; Amendment No. 1**

**Questions/Answers**

- Q1. Considering current market volatility and uncertainty, will the Contractor be compensated for price increases?
- A1. No. This is a fixed-price contract thus the Contractor bears the risk of increases in material pricing due to market volatility or uncertainty.
- Q2. The Contract Documents indicate that the Contractor's schedule shall indicate construction beginning in the spring of 2026. Is this accurate?
- A2. This Contract will remain eligible for award for a period of 175 days from the opening of bids. After the Contract has been fully executed, the successful bidder will be free to progress the work at their discretion. The work schedule shall represent a start of field work no later than the Spring of 2026.

- Q3. The hangar door specifications call for a floating door configuration with four motors, meaning the rails are in the opening but not in the pocket. However, your drawings show rails in the pocket. Does this indicate that you actually intended a biparting door, where the door splits in the middle and drives the panels into the pocket? Or do you still want a floating door but with the option to drive the panels into the pocket when needed?
- A3. Bi-parting doors are intended.
- Q4. Does the hangar door manufacturer need to provide vertical and horizontal structural framing for the 20' x 4' curtain wall, or is this to be provided by others?
- A4. Yes, the door manufacturer should provide the door framing as specified.
- Q5. Should hangar door be designed as enclosed or partial enclosed?
- A5. This is at the discretion of the hangar door manufacturer. The building is designed as an enclosed structure.
- Q6. Please consider improving the specifications for the safety edge, the current spec leaves you open to receiving edges that fail to do the job.
- A6. The intent of the safety edge is to immediately stop the door if it encounters an obstruction as indicated in the specification. If safety edges fail to do this job they will be required to be repaired or replaced.
- Q7. FP-001 Design Criteria 2. A. indicates a density .30 gpm per sqft foot over 2500 sqft. this equates to a required flow rate of about 825 GPM. The fire pump is sized at 500 GPM. 825 GPM is over the 150% GPM output of the pump size specified. We would recommend a higher GPM pump, which may change the HP and power requirements for the motor. Is this acceptable?
- A7. The Detail C1 on FP-001 is incorrect. Detail A1 on FP-102 shows 750 GPM at 50 psi; this is correct. The specification also states 750 GPM at 50 psi.

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