

Addendum #3 to SJPC-PDI-111621 – November 23, 2021

Questions from Potential Bidders

- Q1: The Liquidated Damage provisions on PDF page #22 of the Specification booklet makes reference to \$2,000 per day LDs, however, the bid documents do not provide any information as to when this project will start and when this project needs to be completed. Please provide this missing information.
- A1: Please refer to addendum drawing P-1 for time for completion.
- Q2: Considering that the Berth 4 Improvements are to be performed in an operating terminal, please clarify how the work is to be staged and sequenced in order to minimize interruptions to the terminal operations.
- A2: Please refer to addendum drawing P-1 for staging information.
- Q3: Please clarify and confirm that the work will be performed during normal daytime work hours, Monday through Friday.
- A3: Access to the site will be Monday through Friday 7:00 am to 5:00 pm. Accommodations may be made to work off hours or weekends if necessary to maintain port operations.
- Q4: Please indicate on the Site Plan Drawings where the Contractor will be expected to set up an Office Trailer, Craft Parking Area, and Laydown/Storage Area for this project.
- A4: Please refer to addendum drawing P-1 for contractor's laydown information.
- Q5: Please clarify how the Contractor will access the work areas.
- A5: All access to the site will be through the main gate on Balzano Boulevard.
- Q6: The Rigid Inclusions Specifications on PDF page #7 of the Specification booklet make reference to the live load of a fully loaded WABCO 35D. Since this design criteria is not very precise and is subject to differences in interpretation, please confirm that the Rigid Inclusions are to be designed according to the design criteria provided on Drawing #N-1.
- A6: Please refer to Addendum #3, change specification section 2.1 Rigid Inclusions.

- Q7: With regard to the Four Each, H-Piles that are required for the support of the new Inlet, the drawings do not specify a tip elevation for the H-Pile. However, Pay Items #13 & #14 are for 200 LF of H-Piles, which comes to 50 feet per pile. However, the H-Pile Specifications on PDF page #9 states that the bid length of each pile shall be 55 LF each. Please clarify the lengths of the H-Piles.
- A7: Please refer to Addendum #3, change specifications Bid Form Pay Item 14 for Steel H Pile length.
- Q8: The H-Pile Specifications on PDF page #9 of the Specification booklet specify a 20-Ton minimum capacity for the H-Piles. However, the Specifications do not indicate how the 20-Ton Capacity is to be established or proven. Therefore, we recommend that the Specifications be amended to include provisions for PDA Testing to be performed at the site on one of the driven piles in accordance with NJDOT Specifications. It is also customary practice to provide a separate Pay Item to pay for the Dynamic Pile Load Test, as per NJDOT Specifications.
- A8: Due to the small number of piles and the relative low loads on the proposed drainage structure A Wave Equation Analysis Program (WEAP) will be done in accordance with NJDOT 502.03.03 A. based on the geotechnical information provided rather than PDA testing to verify the capacity of the piles during driving. No separate payment will be made for this analysis, the cost will be included in the unit cost of the piles.
- Q9: It would be appreciated if the Bid Proposal were revised to include a separate Pay Item for the Furnishing of the Pile Driving Equipment, which follows the standard method of paying for this work as per NJDOT Specifications.
- A9: Costs associated for Furnishing Pile Driving equipment will be included in the unit cost of the piles. No separate payment will be made for this.
- Q10: The 12" Concrete Slab Specifications on PDF page #8 of the Specifications Booklet describe Keyed Control Joints at ten feet on center in both directions. However, Control Joints are typically not Keyed and Control Joints typically do not go through the full depth of concrete slabs. Typically, Control Joints in concrete slabs are either tooled or sawn to a shallow depth. Please clarify the provisions for Control Joints and also provide a Typical Control Joint Detail on the Plans.
- A10: Please refer to addendum drawing S-4 for details.
- Q11: The 12" Concrete Slab should be provided with Expansion Joints, but the drawings and specifications do not call for any Expansion Joints to be provided. Please clarify.
- A11: Please refer to addendum Drawing S-4.
- Q12: Please specify the 28-day compressive strength for the Concrete to be used for the 12" Concrete Slab.

- A12: Please refer to Addendum 3 change specifications Section 2.3.1 for concrete slab information.
- Q13: With regard to the Off-Site Disposal of existing pavement that is to be demolished and removed, please clarify why the Contractor is directed on PDF page #6 to dispose of these pavement materials as Regulated Waste when these types of pavement materials are typically taken to off-site NJDEP Class B Recycling Facilities.
- A13: All material removed will be disposed of in accordance with NJDOT 202.03.09. The price will be included in the unit cost of the bid item.
- Q14: Since there will be spoils generated by the Rigid Inclusion Work, and since the subsurface soils may be contaminated, we recommend that the Bid Proposal be revised to include the following two Pay Items: (1) Lump Sum Payment for Environmental Sampling & Testing; and, (2) Payment for Off-Site Disposal per Ton of Non-Hazardous Regulated Materials, as per NJDOT Specifications.
- A14: Disposal of any material generated by the Contractor as part of the Rigid Inclusion work will be the responsibility of the Contractor and will be included in the unit price of the bid item.
- Q15: The Professional Liability Insurance requirements that are provided on PDF page #18 of the Specification booklet require \$10 Million Minimum Limits of Liability, which are very high when considering the scope and size of the Berth 4 Improvements Project. Therefore, we request that the Minimum Limits of Liability for Professional Liability Insurance be reduced to \$2 Million, which should be adequate for the Berth 4 Improvements Project.
- A15: The Minimum Limits of Liability for Professional Liability Insurance will be reduced to Two Million Dollars (\$2,000,000.00)
- Q16: Please confirm that the Professional Liability Insurance requirements for this project will apply to the Professional Engineer who will be hired by the Prime Contractor to design the Rigid Inclusions, and that the Prime Contractor does not need to have a Professional Liability Insurance policy.
- A16: Confirmed.
- Q17: On PDF page #18 of the Specification booklet there is a parenthetical note under the heading of Owner's Contractor's Protective Insurance that states: "If designated by Contractor's Scope of Work". Please clarify whether or not the Berth 4 Improvements Project requires the Prime Contractor to provide Owner's Contractor's Protective Insurance.
- A17: Owner's Contractor's Protective Insurance will not be required.
- Q18: The Rigid Inclusion Construction Notes on Drawing #N-1 require a full scale Load Test to be performed, but the Bid Proposal does not provide a Pay Item for the Load Test. Since Load Tests are typically paid separately as a Lump Sum Pay Item, we request that the bid proposal be revised to include a Lump Sum Pay Item for the Rigid Inclusion Load Test.

- A18: The contractor shall include the price of the full scale load test in the unit price for the rigid inclusions. No separate payment will be made for this test.
- Q19: With regard to the Load Test for the Rigid Inclusions/Grouted Columns, please clarify whether or not the Load Test is to be performed on a Sacrificial Grouted Column, or if the Load Test can be performed on one of the 160 production columns.
- A19: The load test can be performed on one of the production piles.
- Q20: There are Notes and dashed lines on Drawing #S-2 that point to the possible remains of old existing steel sheet pile walls, concrete dead men, tie rods, concrete seawall and a timber low deck pier within the footprint of the Proposed Transfer Slab and where the Rigid Inclusions are to be installed. Please be advised that the drilling equipment for the Rigid Inclusions cannot penetrate these man-made underground obstructions, and neither the Geotechnical Subcontractor nor the Prime Contractor is able to assume the risk and cost of encountering these underground obstructions and the costly delays that will result. Also, there are underground utilities shown on this same drawing that traverse the footprint of the Transfer Slab, and the presence of these underground utilities are likely to impact the installation of the Rigid Inclusions, which according to Construction Note #1 on Drawing #N-1 cannot vary by more than 6" from their proposed location. All of the above job conditions need to be addressed in a Risk Mitigation Strategy that needs to be incorporated into the construction program and into the bid documents.
- A20: The Contractor is responsible for a full utility mark out prior to any excavation or drilling at the site. Rigid inclusions will be relocated on a case by case basis when utility conflicts are identified. When obstructions are encountered decisions will be on a case by case method to relocate the inclusion or to abandon the inclusion location.
- Q21: Please confirm that a nearby on-site fire hydrant can be used at no cost by the Contractor for the mixing of the grout for the Rigid Inclusions.
- A21: Water will be provided to the contractor from an onsite metered hydrant.
- Q22: Please revise the bid documents to clarify the expected quantity and depth of the Rigid Inclusions, because there are various depths and quantities that are provided. The Scope of Work on PDF Page #4 calls for 160 Rigid Inclusions at a depth of 50 LF. However, the Rigid Inclusion Dwg #S-2 calls for 129 Rigid Inclusions, and the Rigid Inclusion Detail on Dwg #S-2 shows a shaft length of 47'-0".
- A22: Drawing S-2 shows 129 inclusion piles, each 47' long. The addendum change specification bid form indicates a total length will be 6,300 L.F.
- Q23: Please clarify how the depth of the Rigid Inclusions was developed for bidding purposes.
- A23: The bid length of the inclusions was developed from the CPT tests.

- Q24: Please clarify how the Rigid Inclusions will be measured for payment purposes. For example, will each grouted column be measured from the Tip Elevation to the top of the grouted column, or from the Tip Elevation to the top of the 12" thick Compacted #57 Stone that is to be placed between the top of the grouted column and the subgrade of the 3'-0" thick Transfer Slab, as shown on Dwg #S-2.
- A24: The measurement will be taken from the bottom of the shaft to the top of the grouted column.
- Q25: With regard to the Rigid Inclusions, please clarify the intent regarding the Contractor's responsibility to provide a Design-Build Ground Improvement solution for the Transfer Slab. Currently, the details on the drawings show 129 Each, 47' deep x 16" diameter Rigid Inclusions at a spacing of 9 feet both ways. If this project were to require a true Design-Build effort, then the Geotechnical Specialty Subcontractor would be responsible for determining the quantity, depth, diameter and spacing of the Rigid Inclusions, and the Geotechnical Specialty Subcontractor would assume design responsibility/liability for their Rigid Inclusion Design. Conversely, if the Geotechnical Specialty Contractor is only required to install the Rigid Inclusions that are shown and detailed on the drawings then they cannot assume any design/liability for the Rigid Inclusion Design. Therefore, it would be appreciated if the Contractor's Design-Build responsibilities were clarified regarding the Rigid Inclusion Scope of Work for this project.
- A25: The contractor shall submit a bid price based size and quantity listed on the drawings. The contractor is responsible for the submission of sealed plans verifying that the project will meet the settlement criteria based on the loading conditions. Different ground improvement contractors may have different methods to meet the settlement criteria under the loading conditions which has to be demonstrated in the sealed bid documents. Different methods will be evaluated and either accepted or be rejected and default to the design shown on the plans at the price bid.
- Q26: With regard to Bid Item #7 for the 12" Thick Concrete Slab, please clarify the method of measuring and payment for this work because the Bid Proposal is for 10,000 SF and the Pay Item Description states that this Item will be paid per Square Yard.
- A26: Please refer to addendum change specification Section 2.3.2 for square foot measurement for payment.
- Q27: Please confirm that the 1,500 CY of Pavement Demolition Work included under Bid Item #2 is for the Excavation required for the New Transfer Platform.
- A27: The pavement demolition work is for the excavation required for the new transfer platform and the adjacent areas around the platform.
- Q28: Please confirm that the Contractor shall be paid to excavate for the new Transfer Platform at a 1.5H:1V Slope around the perimeter for the Transfer Platform in order to create a stable excavation.

- A28: The margins around the perimeter of the transfer platform are not necessarily clean. The Contractor shall be paid for the amount of DGA placed in the area surrounding the platform for a smooth transition to standard pavement.
- Q29: Please provide a typical section that shows the existing materials that will be removed during the excavation for the new Transfer Platform. For example, is it 6" of Asphalt Pavement, over 6" of Subbase and then Sand Fill?
- A29: The material to be removed during excavation will vary due to several repairs to the area. The Contractor must assume that it is a mixture of stone, concrete and asphalt. The geotechnical data from the CPT and borings may give an idea of the depth of the hardpan layer but is not necessarily indicative of the entire area.
- Q30: There are four Soil Boring Logs that were provided, and Drawing #G-1 provides a symbol that shows the locations of the four Soil Borings. However, Drawing #G-1 does not identify the Soil Borings according to their Boring Numbers: B-1, B-2, B-3 & B-4.
- A30: Boring numbers begin at # 1 at the North end of the site and continue to # 4 at the South end of the site.
- Q31: Please clarify the requirements for providing the 1,200 SY Geotextile Fabric that is covered under Bid Item #6. The Geotextile Pay Item Description makes reference to NJDOT Spec Section 919.01, but this Spec Section describes five different Geotextile Applications. It would also be important to call-out and show the Geotextile on the Transfer Platform Detail on Drawing #S-2.
- A31: Please refer to addendum drawing S-2.
- Q32: With regard to the 2" thick Hot Mix Asphalt Resurfacing work please specify the type of Hot Mix Asphalt to be provided.
- A32: Please refer to Addendum #3 change specification Section 3.1 and 3.2.
- Q33: Please clarify the scope of work that is to be included in Bid Item #9 for the 5,000 SY of Hot Mix Asphalt Pavement Repairs because this work is not shown on the drawings, and the drawings do not provide any typical sections or details that apply to this work, and there is no Scope of Work Description provided in the Specification Booklet. Please provide the missing information so that pricing can be provided for Bid Item #9.
- A33: Please refer to Addendum drawing S-3 Pavement Repair Detail... This section is for repairs to all areas outside the inclusion area that need full reconstruction.
- Q34: Please clarify the scope of work that is to be covered under Bid Item #10 for the Sealing of Cracks in Hot Mix Asphalt because the drawings do not provide any typical details for this work and there is no Scope of Work description provided in the Specification booklet. Please provide the missing information so that pricing can be provided for this work.
- A34: After application of the surface course, cracks in surface course of existing pavement adjacent to the newly paved area will be sealed in accordance with NJDOT 401.03.02.

- Q35: Please clarify the scope of work that is to be covered under Bid Item #16 for the Inlet Repairs. For example: (1) The Call-out Notes for the Inlet Repairs on Dwg #S-1 state that existing castings are to be reset, and the Inlet Repair Detail on Dwg #S-3 states that the existing Grate is to be reset. However, a new casting is referenced in the title for Bid Item #16, and the Scope of Work Description on PDF page #9 of the Specification booklet states that a new casting is to be provided for each Inlet to be repaired; (2) If a new frame and grate is to be provided for the repaired Inlets then please specify the size and type of the casting that is to be provided; (3) please specify the type of cementitious repair material that is to be used for the concrete repairs; and, (4) please define the limits of demolition and reconstruction for the three Inlets that are to be repaired. For example, is the upper 12" of each Inlet to be removed and replaced? The Repair Limits need to be defined for bidding purposes as well as for measurement and payment purposes.
- A35: Please refer to addendum drawing S-3 for repairs to inlet and replacement cover. The top of the structure shall be chipped down to competent concrete, reinforcement shall be placed as shown, a new casting frame will be provided and a new 1-1/2 steel plate with drilled holes shall be provided.
- Q36: There is a Note on Dwg #S-1 that calls-out a "New Inlet and Stormwater Pipe. See Dwg S-2"; and, Dwg #S-2 calls-out 41 LF of New 18" RCP for a tie-in with the New Inlet and an existing Inlet. However, the Bid Proposal does not provide a Bid item for the 18" RCP, and the bid documents do not specify the type of RCP or the Joint Type. Please provide the missing information as soon as possible.
- A36: Please refer to addendum drawing S-2 for the material change to Ductile Iron Pipe. An additional bid item has been added to the bid sheet.
- Q37: Please clarify and revise the New Inlet details on Dwg #S-2 as follows: (1) the New Inlet Section does not show the casting and the casting should be shown; (2) the details do not indicate the size of the casting or the type of casting; and, (3) the Section incorrectly shows Elevation +6.47 as the top of the roof slab, whereas Elevation +6.47 is the Top of Grate.
- A37: Please refer to addendum drawings S-2 and S-3 for casting and grate details.
- Q38: With regard to the Sink Hole Repair Item #17, please be advised that the existing railroad track cannot remain in position during the performance of this work. A section of the existing railroad track will need to be removed and replaced in order to gain access to the existing 18" drainage pipe that is to be removed and replaced under this scope of work. Please revise the bid documents accordingly.
- A38: The repair detail has been revised to show excavation not crossing the rail. A portion of the pipe will have to be replaced under the crane rail to the edge of the sheet pile cell. An additional sink hole repair has been added at station 22+00.
- Q39: Please clarify the following scope of work questions that pertain to the Guard Log/ Hawzer Rail Repair Bid Item #18(...)

- A39: Per addendum drawing S-3, the repair of the Guard Log has been removed from the scope of work.
- Q40: With regard to the Cone Penetration Testing Data, it would be appreciated if the CPT Data can be provided to the Bidders in a Live Excel format so that this information can be used for the preliminary design of the Rigid Inclusions.
- A40: Please see the attachment "South Jersey Port CPT Test Results" available at: <https://www.southjerseyport.com/sjpc-pdi-111621/>
- Q41: The Permit requirements on PDF page #5 of the Specification booklet state that the Contractor is responsible for obtaining and paying for all necessary Permits. However, this is not a reasonable request (...) Therefore, it would be appreciated if the specifications were to be revised accordingly.
- A41: The Contractor is responsible for securing all permits and should include an allowance for such permitting in the bid proposal.
- Q42: Please clarify why the 12" Concrete Slab is not reinforced in order to transfer the heavy loads to the Rigid Inclusions. Without two layers of steel reinforcement, we do not see how the concrete slab will hold-up under the heavy loading imposed by the fully loaded WABCO 35D Rear Dumps.
- A42: Bid as shown on the Addendum #3 drawings and specifications.
- Q43: Materials, and equipment located in the building in Berth 4 terminal will be removed by the port or will the contractor be required to move them?
- A43: Materials located along the outside perimeter of Shed 4 will be removed by SJPC. Materials in the building shall remain as there is no scope of work taking place within the structure.
- Q44: Anticipated start date of project? Will we have to phase?
- A44: Please refer to Addendum#3 drawing P-1 for the start of work date for the work within the concrete barriers and site paving. Local manhole and drainage repair work may begin after submittal approvals are received. Construction phasing requirements are shown on addendum drawing P-1.
- Q45: Will Berth 4 terminal be open during construction?
- A45: Berth 4 will be operational during the construction.
- Q46: Are we able to barrier off/ close the construction area during removal of asphalt, also during the installation of rigid inclusions and concrete pouring.
- A46: Asphalt paving will require coordination with SJPC upon completion of the soil inclusion and slab work.

- Q47: Regarding the 18" RCP pipe what is the class of pipe or type of joint sealant for the end of the pipe? Is there any special requirements for the 18" CMP pipe?
- A47: The pipe classification has been changed, see Sheet S-1.
- Q48: What is the class rating for the 18" RCP pipe?
- A48: Please see sheet S-1.
- Q49: With regard to the Contractor's design responsibilities for the Rigid Inclusions, please clarify whether or not the scope of the design services includes the design of the Load Transfer Platform as well as the Rigid Inclusions, or is it just the Rigid Inclusions that is to be designed by the Contractor?
- A49: The contractor is responsible for including calculations for the load transfer platform as well as the rigid inclusions.
- Q50: Please clarify why the Permit requirements on page #5 of the Specification booklet make reference to inspections by the Department of Community Affairs and the City of Camden because this project does not involve the construction of occupied buildings.
- A50: The inspection requirements on Page # 5 will remain. The successful Contractor will confirm with both the City and DCA that inspections will not be required and will then be waived by the owner.
- Q51: What is the loading for the required full scale load test for the rigid inclusions?
- A51: The load test criteria will be determined by the Contractor's engineer after the design has been finalized to demonstrate that the design will meet the settlement criteria and will be subject to the approval of owner's engineer.

Please see below, amended language to the "Criteria" section of the specifications.

Criteria

It is the policy of the SJPC that the selection of vendors shall be on the basis of demonstrated competence and on the professional qualifications necessary for the satisfactory performance of the services required. The SJPC will put each proposal submitted through a process of evaluation to determine responsiveness to all administrative and technical requirements of the RFP. Proposals will be evaluated on cost/cost effectiveness, but the respondent's qualifications, experience, project approach, and methodology may also be considered when evaluating the responsibility of a bid.

The evaluation criteria are intended to be used to make a recommendation to the SJPC Board of Directors, who will award the contract, but who are not bound to use the criteria or to award to Respondent on the basis of the recommendation. Furthermore, the SJPC reserves the right to vary from this procedure as it determines to be in the SJPC's best interest.

Please note that per Addendum #2, the Bid Opening has been rescheduled for Friday, December 17, 2021 at 11:00am at the Balzano Marine Terminal. Questions regarding this Request for Proposals may be directed to Patrick Boyle, Senior Purchasing Agent at pboyle@southjerseyport.com. No questions will be answered after December 3, 2021 at 5pm.

Revisions to the specifications:

Replace Section 2.3 Concrete Slab with the following:

2.3 CONCRETE SLAB

2.3.1 Construction

The Contractor shall construction a one (1) foot thick, unreinforced slab on tope of the DGA load transfer platform. Concrete shall be NJDOT Class A concrete reinforced with Sikafiber Novocon HE-4550 Steel Fiber reinforcing at a rate of 44 lb/CY. Concrete shall be constructed in accordance with NJDOT Section 405, Concrete Surface Course. All testing and inspections, and material specifications will be in accordance with Section 405. Transfer contraction joints with dowel bars shall be constructed in the concrete slab at 25' on center in the longitudinal direction. Provide on transverse expansion joint with dowel bars at center of slab.

2.3.2 Payment

Payment will be made at the unit price in the proposal

CONCRETE SURFACE COURSE, 12" THICK

SQUARE FOOT

Replace Section 2.0 with the following:

2.0 RIGID INCLUSIONS

2.1 Rigid Inclusions

Rigid Inclusions are a ground improvement technique that will be used to improve the capacity of the soils to prevent further settlement. Rigid inclusion ground improvement elements involve continuously rotating and advancing hollow tooling to a competent bearing stratum. The tooling will cause the lateral displacement of the soil, instead of auguring and removal, minimizing the amount of spoils while simultaneously increasing capacity of the surrounding soil. Once the tooling has been advanced to the design

element length, grout is pumped into the hollow tooling, and the tooling is withdrawn – leaving a continuous grouted column. This ground improvement system allows the pavement to be designed as a slab-on-grade. The rigid inclusions should be design for a live load of 6000 psf and limit total settlement to 2.0” and differential settlement to 1.0”.

Replace Sections 3.1 and 3.2 with the following:

3.1 Construction

Resurfacing of existing surface course pavement shall be done in accordance with Section 401 of the New Jersey DOT Standard Specifications. The removal of the existing surface course shall be done in accordance with Section 401.03.01. All milling shall be done to a minimum of 2” of removal. The Contractor shall repair all pavement cracking and in accordance with Section 401.03.02 and shall repair damaged pavement in accordance with Section 401.03.02. The Contractor shall meet with the owners representative to determine the amount of crack and damage to be repaired. The contractor shall be responsible for ensuring that the pavement is properly sloped to avoid low spots and ensure that water flows to the inlets. Tack Coat shall be placed on all surfaces to be repaved in accordance with NJDOT Standard Specifications Section 401.03.05. The milled and prepared surfaces shall be resurfaced with 2” of HMA Surface Course.

3.2 Material

The area milled and tack coated will be resurfaced with 2” of HMA Surface Course as described by Section 902, NJDOT 12.5 M64 Bituminous Surface course.

Replace Section 5.0 with the following.

5.0 SINKHOLE REPAIR

5.1 Construction

The Contractor shall repair two sink holes at Approximately 19+25 and at 22+15 caused by a broken drainage pipe. All material and construction specifications shall conform to the appropriate section of the NJDOT Standard Specification. The work for this item shall include:

1. Sawcut existing concrete and asphalt deck to expose the entire construction area. Maximum size of area will be 20'x 15' .
2. Remove all existing soil in the area to expose the existing damaged CMP drainage pipe, approximately 60 Cubic Yards.
3. Demolish 20 L.F. of the existing 18 CMP drainage pipe.
4. Replace one (1) 20 L.F. section of the 18" CMP drainage pipe, provide appropriate bedding and compaction for pipe.
5. Backfill the area using flowable fill or select fill
6. Restore the existing asphalt pavement using 4" of base course and 2" of Surface Course.

5.2 Payment

Payment for this item will be:

SINKHOLE REPAIR (2)

LUMP SUM

6.0 Guard Log Repair – DELETE SECTION

BID ITEM # 18 – DELETE ITEM “GUARD LOG REPAIR”

ADD NEW SECTION

6.0 – WATER METER VALVE BOX LID REPLACEMENT AND WATER MAIN REPAIR.

6.1 WATER METER VALVE BOX LID REPLACEMENT

The Contractor shall demolish the existing concrete lid on the water meter valve box and the top 1' of the concrete water meter box. The contractor shall form and pour a new 5000 psi Class A concrete lid complete with reinforcement and four access castings that match the original box. All work shall be done in accordance with NJDOT Section 504. The box shall be cleaned of all mud and debris. The valves and connections in the box shall be cleaned and made ready for use as a freshwater supply source. Price will include providing any temporary pipe supports, replacement of the existing pipe hangers and all other hardware and equipment required to complete a full installation.

6.2 WATER MAIN REPAIR

The Contractor shall excavate, repair a 4” water main and restore the pavement adjacent to the valve box. The repair will be inspected, and pressure tested by the owner in accordance with NJDOT 651 prior to backfill. Included with this item is up to 20 L.F. of pipe replacement and all equipment and material necessary to complete a repair of the 4” water main.

6.3 PAYMENT

Both the Water Meter Valve Box Lid Replacment and the Water Main Repair will be paid as a Lump Sum at the price bid in the contract.

REPLACE EXSITING WATER METER BOX COVER - **LUMP SUM**

REPAIR 4” WATER MAIN LEAK ADJACENT TO WATER METER BOX – **LUMP SUM**

Replace Bid Sheet with the following:

BID SHEET

Two additional bid items have been added to the bid sheet.:

Item No.	Quantity	U.O.M.	Description	Unit Cost	Line Total
1	LS	LS	MOBILIZATION / DEMOBILIZATION		
2	1500	C.Y.	DEMOLITION OF EXISTING PAVEMENT		
3	2000	TON	DISPOSAL OF MATERIAL		
4	6,300	L.F.	RIGID INCLUSION		
5	1,200	C.Y.	DENSE GRADED AGGREGATE (LOAD TRANSFER PLATFORM)		

6	1,200	S.Y.	GEOTEXTILE FABRIC		
7	10,000	S.F.	ONE (1) FOOT THICK CONCRETE SLAB		
8	8,500	S.Y.	HMA MILLING, 3" OR LESS		
9	5,000	S.Y.	HOT MIX ASPHALT PAVEMENT REPAIR		
10	1,000	L.F.	SEALING OF CRACKS IN HOT MIX ASPHALT		
11	8,500	S.Y.	HMA SURFACE COURSE, 2 INCHES THICK		
12	500	GALLON	TACK COAT		
13	200	L.F.	STEEL H-PILE, FURNISHED, HP 12 X 53		
14	200	L.F.	STEEL H-PILE, DRIVEN, HP 12 X 53		
15	1	LUMP SUM	CONSTRUCTION OF DRAINAGE STRUCTURE		
16	3	EACH	RECONSTRUCTED INLET, USING NEW CASTING		

17	2	LUMP SUM	SINKHOLE REPAIR		
18	41	L.F.	18" DIP STORM DRAIN		
19	1	L.S.	REPLACE EXSITING WATER METER BOX COVER		
20	1	L.S.	REPAIR 4" WATER MAIN LEAK ADJACENT TO WATER METER BOX		
TOTAL BID PRICE					