

**DELAWARE RIVER JOINT TOLL BRIDGE COMMISSION
EXECUTIVE OFFICES
2492 RIVER ROAD
NEW HOPE, PENNSYLVANIA 18938-9519**

**CONTRACT NO. T-668A, CAPITAL PROJECT 0301A
THE SCUDDER FALLS BRIDGE REPLACEMENT PROJECT**

ADDENDUM NO. 4

This **Addendum No. 4** gives additional information in connection with **Contract No. T-668A, Capital Project 0301A** and is hereby made a part of the Contract. This Addendum is to be signed by the Contractor and this **Page AD4-1** is to be attached to the bid proposal.

This Addendum including pages **AD4-1** through **AD4-57** is hereby accepted and agreed that it shall become part of the **Contract No. T-668A, Capital Project 0301A** Documents.

(DATE)

(CONTRACTOR'S NAME)

(SEAL)

BY: _____

ATTEST: _____

RESPONSES TO CONTRACTOR INQUIRIES SUBMITTED TO THE
COMMISSION
FROM OCTOBER 8, 2016 THROUGH NOVEMBER 1, 2016
INQUIRIES BY POTENTIAL BIDDERS

NOTE: Responses marked with “*” indicate revisions to the Contract Documents reflected in this Addendum.

A. Responses to Inquiries received by the Commission from Saturday, October 8, 2016 through Tuesday, October 25, 2016

Inquiry 63: As a follow up to a question that was ask at the Prebid Meeting, does all items associated with a PennDOT bid item have to materials that are listed in Bulletin 15, as would normally be the case on a PennDOT project?

Response 63: Yes, PennDOT bid Items (Package ‘A’) must be listed in Bulletin 15.

Inquiry 64: Bid Items (line 357) Predrilling for Unforeseen Obstructions, Earth Drilling and (line 358) Predrilling for Unforeseen Obstructions, Obstruction Drilling are listed as normal PennDOT bid items that need to be priced. There is no way for the Contractor to price an item with “Unforeseen” conditions. On a regular PennDOT project these are listed with a predetermined amount; please consider changing these items to align with the normal PennDOT procedure.

***Response 64:** The SCHEDULE OF PRICES for these items will be revised to reflect a unit price of \$100 per Linear Foot for all “PREDRILLING FOR UNFORESEEN OBSTRUCTIONS, EARTH DRILLING” bid items; and, \$500 per Linear Foot for all “PREDRILLING FOR UNFORESEEN OBSTRUCTIONS, OBSTRUCTION DRILLING” bid items. A revision to these items will be made to the Package A Special Provisions, and will be included in the forthcoming addendum.

On Page SP A-151 of the Special Provisions, Package A, replace the first sentence of the first paragraph of subsection (a) of the Measurement and Payment section with the following: “Earth drilling is to be paid at a unit price of \$100.00 per Linear Foot and obstruction drilling is to be paid at a unit price \$500.00 per Linear Foot.” The SCHEDULE OF PRICES in the Proposal (‘A’ pages) and Contract tables (‘D’ pages) will be changed as well.

Inquiry 65: It appears that the existing structure drawings for this project have not been provided for either the PA or NJ structures. Please provide existing structure drawings at your earliest convenience.

Response 65: All Plan Holders were notified by email on 10/21/16 how to access all available plans.

Inquiry 66: For Bid Item (line 1014) RETAINING WALL, LOCATION 2 description is inconsistent with what is called out in the plans which designates this as LOCATION 1. Please advise.

***Response 66:** The description for Bid Item Line 1014 (Sequence No. 1014) on Sheet 661 of 1020 in Package B – Part 4 as well as in the Proposal and Contract tables in the General Provisions will be changed to “RETAINING WALL, LOCATION NO. 1” to match the Plan Description.

Inquiry 67: On Plan Sheets 13 and 14 of 336 in Package A for the Mainline Bridge structure in the quantity breakdown for both the Steel Alternate and the Concrete Alternate, Bid Item 9005-0007 is listed as “Dynamic Pile Testing, S-36220. The bid items in the schedule of prices are showing these same items as “Dynamic Pile Monitoring, S-36220” for line items 356 and 381. Please clarify what is correct.

***Response 67:** The correct item description for the bid item 9005-0007 is “DYNAMIC PILE LOAD MONITORING, S-36220” as provided in the SCHEDULE OF PRICES.

On Plan Sheets 13 and 14 of 336 in Package A – Part 4, for Pay Item Number 9005-0007 the item description will be revised to read: “DYNAMIC PILE LOAD MONITORING, S-36220”. (Note that the description “Dynamic Pile Monitoring, S-36220” stated in the above inquiry is not correct).

Inquiry 68: Please confirm that any bid items with “like item numbers” do not have to bid for the same unit price as is the case with a normal PennDOT project.

Response 68: As per PennDOT Publication 408 Section 102.06 (g), the same unit price is to be provided for pay items with identical item number and description.

Inquiry 69: Where an alternate exists in the Schedule of Prices, how are the items that are not being bid supposed to be addressed? Should they be left blank or bid with \$0.00? Please advise.

Response 69: Insert 'N/A' (not applicable) for the alternate pay items that are not being bid.

Inquiry 70: Item 9000-0004 Oil water separator says to locate it at areas of petroleum contaminated groundwater & dispose of oils and sediments collected as directed by the engineer. Where are the areas of petroleum contaminated groundwater? How is the disposal of the oil collected to be paid?

Response 70: The Oil Water separator is required for projects that involve work over water in case of a spill during construction. In the event of the oil spill caused by the construction activities the Contractor is responsible for cleanup and disposal, at no additional expense to the Commission.

Based on the information available there is no existing contamination on site.

Inquiry 71: Refer to Wall PA C-2 Sheet R3-7 and R3-8 of R3-14. The “Reinforcement – Wall PA-C2” elevation view of the wall has a Note 1 which states “see typical pipe penetration details through MSE wall in Package A for water line (gas line) steel casing size”. None of the MSE walls appear to show this detail. Please advise where this detail for the casing sizes can be found.

***Response 71:** The detail is shown on Sheet 28 of 32 in Package A – Part 2. The gas line and the water line require a steel sleeve. The sleeve size should be based on the approved modular seal used to make the penetration water tight. At this time, only Link-Seal is approved. Note 1

for detail REINFORCEMENT – WALL PA-C2 on Sheet R3-7 of R3-14 and Note 1 on Sheet R3-8 of R3-14 in Package A – Part 5 will be replaced with the following.

“THE STEEL SLEEVE SIZES SHALL BE AS PER THE APPROVED MODULAR SEAL MANUFACTURER’S RECOMMENDATIONS TO MAKE THE PENETRATION WATER TIGHT. SEE TYPICAL PIPE PENETRATION SECTION THROUGH CIP-MSE WALL ON SHEET 28 OF 32 IN PACKAGE A – PART 2.”

Inquiry 72: How is the annular ring space between the utility pipe and casing to be sealed? Please provide details.

Response 72: As shown on Sheet No. 28 of 32 in Package A – Part 2, the annular ring space between the utility pipe and casing shall be filled with a Link-Seal Modular Seal or an approved equivalent modular seal. At this time, only Link-Seal is approved.

Inquiry 73: There are two duplicate bid items in the Schedule of Prices for Item 9000-0100 “Installation of Utility Facilities, S-36221”. See Sequence Nos. 401 and 578. Is one a typo or, if not, which one should be bid?

***Response 73:** Refer to Item No. 26 under “CHANGES TO THE PROPOSAL PAGES” in Addendum No. 3.

Inquiry 74: Lump Sum Bridge Structure S-36222: Sheet 3 of 62 for Bridge S-36222 shows an overhang support in the "Stage 1A-2 Typical Section". The details provided on sheets 48 of 62 show the edge of temporary deck over the existing steel flange. Please clarify.

***Response 74:** A portion of the existing SB deck will remain during Stage 1A-2 to accommodate traffic control. This portion of existing SB slab requires temporary support in the event of traffic impact to the construction barrier curb and its shifting onto the slab’s edge per NJDOT Traffic Control Details TCD-2. In Package A – Part 5, the details will be updated accordingly for clarity on sheets 7 through 10, 47 through 48 of 62.

Inquiry 75: Lump Sum Bridge Structure S-36222: Please verify the Class AA Cement Concrete quantity. Plan quantity = 177 cy. Our take-off = 191 cy. It appears the some quantity for the abutment 2 moment slabs is missing.

***Response 75:** The following plan sheets will be revised to reflect an estimate of 203 CY of Class AA Cement Concrete.

On Sheet 5 of 62 in Package A – Part 5, in APPROXIMATE QUANTITIES table, change the APPROACH SLAB 2 quantity for the component item CLASS AA CEMENT CONCRETE for the Pay Item No. 8120-0002 from 53 CY to 79 CY.

On Sheet 5 of 62 in Package A – Part 5, in APPROXIMATE QUANTITIES table, change the TOTAL quantity for the component item CLASS AA CEMENT CONCRETE for the Pay Item No. 8120-0002 from 177 CY to 203 CY.

Inquiry 76: Lump Sum Bridge Structure S-36222: Please verify the quantity for 2" conduit. Plan quantity = 660 lf. Our take-off = 1,100 lf. 6 runs of conduit are shown on the plans, quantity appears to only cover 4 runs.

***Response 76:** The following plan sheets will be revised to reflect an estimate of 1,063 LF of 2" conduit.

On Sheet 5 of 62 in Package A – Part 5, in APPROXIMATE QUANTITIES table, change the APPROACH SLAB 1 quantity for the component item 2" CONDUIT IN STRUCTURE for the Pay Item No. 8120-0002 from 108 LF to 162 LF.

On Sheet 5 of 62 in Package A – Part 5, in APPROXIMATE QUANTITIES table, change the APPROACH SLAB 2 quantity for the component item 2" CONDUIT IN STRUCTURE for the Pay Item No. 8120-0002 from 124 LF to 259 LF.

On Sheet 5 of 62 in Package A – Part 5, in APPROXIMATE QUANTITIES table, change the SUPERSTRUCTURE quantity for the component item 2" CONDUIT IN STRUCTURE for the Pay Item No. 8120-0002 from 428 LF to 642 LF.

On Sheet 5 of 62 in Package A – Part 5, in APPROXIMATE QUANTITIES table, change the TOTAL quantity for the component item 2" CONDUIT IN STRUCTURE for the Pay Item No. 8120-0002 from 660 LF to 1063 LF.

Inquiry 77: Please provide As-builts for all existing structures to be removed and/or modified.

Response 77: See response to Inquiry No. 65 above.

Inquiry 78: Special Provision - Architectural Surface Treatment, Substructure

Please clarify areas of Zone 2 penetrating stain on piers. Spec says to apply Pier caps, columns and footing without form liners. What portion of the footings is to receive the stain? Areas above finished ground, or some other limit?

Response 78: Stain Zone 2 includes all surfaces of the Pier Cap, surfaces of the Columns not delineated as Zone 1, and the top, sides and ends of the footing for piers 2 through 5. Footings for Piers 1 and 6 do not need to receive the stain.

Inquiry 79: Lump Sum Bridge Structure S-36220. Please confirm the following plan quantities:

- a. 3" conduit in structure. Plan quantity = 3,778 L. F. Our takeoff = 5,700 L.F
- b. Protective Coating, Penetrating Sealer, Superstructure. Plan = 5,430 S.Y. Our takeoff, based on limits shown on sheet 13 of 336 = 39,150 S.Y.
- c. Class AAAP Concrete. The plan quantity appears to be considerably understated. Please verify.
- d. Please confirm that the only conduit, shown on sheet 67, to be included in the Lump Sum Bridge is what is shown as cast in concrete. All surface mounted conduit and light fixtures are to be paid under separate bid items.

***Response 79:**

- a. The quantity for the 3" CONDUIT IN STRUCTURE in the Main River Bridge QUANTITIES table will be changed from 3778 LF to 5410 LF. Please note that the 3" conduit for pier lighting runs from Approach Slab 1 to Pier 6 only. It does not run full length of the bridge. Refer to Pier Accent Lighting Plan in Highway Lighting Plans. The

following Plan revisions due to this change will be included in a forthcoming Addendum.

On Sheets 13 and 14 of 336 in Package A – Part 4, change the APPR SLAB 1 quantity for the component item 3” CONDUIT IN STRUCTURE for the Pay Item No. 8120-0001 and 8030-0001 respectively from 55 LF to 83 LF.

On Sheets 13 and 14 of 336 in Package A – Part 4, change the SUPERSTRUCTURE quantity for the component item 3” CONDUIT IN STRUCTURE for the Pay Item No. 8120-0001 and 8030-0001 respectively from 3668 LF to 5272 LF.

On Sheets 13 and 14 of 336 in Package A – Part 4, change the TOTAL quantity for the component item 3” CONDUIT IN STRUCTURE for the Pay Item No. 8120-0001 and 8030-0001 respectively from 3778 LF to 5410 LF.

- b. The approximate quantities published on the plans are correct. Refer to sheet 14 of 336 of Package A - Part 4 plans for the limits of protective coatings.
- c. The approximate quantities published on the plans are correct.
- d. Only the conduits cast in the concrete are included in the Lump Sum Bridge item. Surface mounted conduits and all other lighting hardware are lighting items. Refer to note 6 on sheet 67 of 336 of Package A - Part 4 plans for additional clarification.

Inquiry 80: On Plan Sheet 918 of 1020 for New Jersey Retaining Wall NJ-G; the quantity is listed as 1500 SF. The Schedule of Prices show a plan quantity of 1700 SF; please advise which is correct.

***Response 80:** The quantity for the Pay Item No. 513003P RETAINING WALL, LOCATION NO. NJ-G is correctly published in the SCHEDULE OF PRICES, and on Sheet 903 of 1020, Package B - Part 4. The quantity for the above Pay Item shall be changed to “1,700” SF in the “QUANTITIES” table on sheet 918 of 1020 in Package B – Part 4.

Inquiry 81: With the project specifications following PennDOT 408, which requires concrete girders to be fabricated on indoor PennDOT approved prestressing beds, will it be acceptable to provide modifications to the girder design to be able to fabricate these girders on approved existing casting beds?

Response 81: The girder fabricator needs to demonstrate and make sure that any proposed modifications result in a girder design that meets all relevant requirements from the AASHTO LRFD Bridge Design Specifications and PennDOT DM-4 and all applicable project requirements. These modifications are subject to the Engineer’s review and approval during the shop drawing review process during construction.

Inquiry 82: Lump Sum Bridge Structure S-36220: For the structure mounted sound barrier with clear acrylic panels, PA-L; there does not appear to be a dimension table in the structure plans. Please advise on how this sound barrier is to be quantified.

Response 82: The plans provide sufficient information to quantify the sound barrier on the Main River Bridge. The limits of the sound barrier are defined on the sheets 1, 3 and 5 of 336; spacing of post are called out on sheets 120 through 122 and 222 through 224 of 336; and, details of the sound barrier are provided on sheets 264 through 266 of 336 in Package A – Part 4.

Inquiry 83: Item 203040M – Geotextile has 47,733 SY's shown to be on the TC plan sheets. None of it shows up on the quantities on those sheets or the typical sections. What is the geotextile to be used for?

Response 83: 203040M-Geotextile does not apply to the TC plan sheets. The quantity for 203040M-Geotextile for the TC plan sheets will be removed from the Contract.

In the SCHEDULE OF PRICES and on Sheet 2 of 1020 in Package B, Part 1, change the quantity for the Item No. 203040M from “78,900” to “26,000.”

Inquiry 84: Please reference the Notice to Contractors page i that describes the index. The Prevailing wage rates are described to contain pages M-1 through M-188. The contract only contains pages M-1 through M4. Please provide the remaining pages M-5 through M-188.

Response 84: The Prevailing Wage Rates may not be issued due to the use of a Project Labor Agreement (PLA) as mentioned in Addendum No. 2. Per Addendum No. 2 the terms, conditions, requirements, and obligations of all signatory parties to the PLA including the Contractor will be issued via an addendum on or before November 10, 2016.

Inquiry 85: Please provide as built drawings for the existing structures to be removed so we can properly calculate the costs for removal and include them in our proposal. The provided single sections do not provide enough information to adequately calculate the costs.

Response 85: See response to Inquiry No.65 above.

Inquiry 86: Page GP-17 sec 106.02 Materials are to be obtained from sources approved by PennDOT or NJDOT or the Commission. If a source is approved by either PennDOT or NJDOT, will that source be approved to provide materials for the entire project based on either their PennDOT approval or NJDOT approval?

Response 86: Materials for PA and NJ construction shall be obtained from PennDOT and NJDOT approved sources respectively. Materials for Package C must be approved by the Commission.

Inquiry 87: Page GP-22 B2GNOW payment verification and LCPTRACKER certified payroll and work force utilization. Are there any fees associated with the usage of these programs?

Response 87: There are no fees associated with the usage of either of these programs.

Inquiry 88: Page SP-58 Asphalt and Diesel adjustments – Special provisions state per section 110.12 and section 110.04. Are these specification sections referring to PennDOT Publication 408 sections 110.04 and 110.12?

- i. There are significant differences in how PennDOT and NJDOT adjust for asphalt and diesel prices, indexes may even be different? Will PennDOT Publication 408 sections 110.04 and 110.12 govern all the work on the project, Pennsylvania and New Jersey?

- ii. Can the Commission provide the Asphalt and Diesel index they would like for us to use in preparing our bids for this project?

Response 88: Asphalt and Diesel adjustments to follow PennDOT Publication 408 for this project, asphalt and diesel index is available at PennDOT website

Inquiry 89: Bid Plans-Package A - Part 2 Sheet 1 of 173 Note 39 “PA State Police assistance is required at the beginning of all lane closure tapers as described in the special provisions” I do not see any reference in the special provisions that address this note? Could the Commission please provide a special provision?

***Response 89:** Delete note 39 on Sheet 1 of 173 in Package A - Part 2. State Police assistance is not required by the Commission for MPT.

Inquiry 90: On the MPT plans for the temporary pavements, crossovers and ramps, there appears to be a need for milling and/or leveling courses to meet the spot elevations provided yet there is no milling or leveling course tabbed. How will these transitions and grade corrections be paid for?

***Response 90:** A note will be added to the General Notes in Package A - Part 2, Sheet 2 of 173 and Package B, Part 2, Sheet 220 of 1020 to clarify temporary pavement transitions to existing pavement. A “Temporary Pavement Interface with Existing Pavement” detail will be added in Package A - Part 2, Sheet 5 of 173 and Package B - Part 2, Sheet 224 of 1020 to clarify temporary pavement transitions to existing pavement. In PA, temporary pavement quantities are provided on the Traffic Control Plan Tabulation Sheets (7 and 8 of 173) per stage; they are based on the solid gray shapes provided within the traffic control plans; some areas will be revised and corresponding quantities will be updated accordingly. Package A - Part 1, Sheet 56 of 280 and Package A - Part 2, Sheets 7, 8, 110, 111, 114 through 119, 122 through 127, 131, 134 through 136, 139, 142 through 144, 147, 151, 152, 155, and 159 of 173 will be revised to reflect modified temporary pavement areas. In NJ, temporary pavement quantities are provided on the corresponding TC plan sheet per stage; some areas will be revised and corresponding quantities (and call-outs) will be updated accordingly. Package B - Part 1, Sheets 2 and 3 of 1020 and Package B - Part 2, Sheets 322, 328, 347, 353, and 359 will be revised to reflect modified temporary pavement areas.

Inquiry 91: Many notes on the MPT plans read “sawcut at the left lane stripe, meet existing I95 NB surface and cross slope”. See Stage 1A-2 sheets 55, 56, 60, 62, and 64. This note is for work performed in Stage 1A-1. Many typical sections for stage 1A-2 show the existing NB inside shoulder remaining in place or something other than the existing shoulder being removed, see sheets 24-29 of the MPT plans. The existing NB left shoulder should be removed, please clarify and adjust sections.

***Response 91:** In Package A – Part 2, the typical sections on Sheets 18 through 21, 24 through 28, 32 through 33, and 37 will be updated accordingly so the interim proposed pavement meets the existing I-95 NB surface along the left lane stripe.

Inquiry 92: According to the traffic control plans for stage 1A-2, permanent pavement constructed in stage 1A-1 is to be done so at a temporary surface elevation. See note 1 on pages 115, 116, 117, and 118 of the MPT plans. Much of the new roadway is to be constructed lower than the existing i-95 roadway and in some instances higher. In order to accomplish this, additional pavement will be required and some will also be required to be removed. How will this additional paving and subsequent removal be paid for?

Response 92: Temporary surface elevations are established based on two (2) categories: temporary pavement elevation (paid for under the various TCP quantities for pavement, milling, excavation, etc.) or utilizing an interim proposed elevation (not installing all of the proposed pavement (no wearing surface), which is paid in accordance with the proposed roadway quantities). There are quantities provided on the TCPs for all of the temporary pavement installations and subsequent removals.

Inquiry 93: In addition, how does the Stage 1A-2 note referencing meet existing I95 surface and cross slope get applied? How far do we carry the NB cross slope? When should the cross slope break the opposite direction for tangent sections etc.?

***Response 93:** The cross slope break (or continuation of slope) is along the left shoulder stripe which is where the proposed or temporary pavement meets the existing I-95 surface. The plan references which say “MEET EXISTING I-95 NB SURFACE AND CROSS SLOPES” will be revised to eliminate the reference to meeting cross slopes. Additionally, the updates to the typical sections noted in Inquiry No. 91 will provide clarity.

Inquiry 94: Package B page SP b-123 Technician certification-paragraph C states” level 2 certification by New Jersey Society of Asphalt Technologists or equivalent certification from Mid-Atlantic Region Technician Certification Program.” Would a PennDOT/NECEPT level 2 technician certification qualify?

Response 94: A Quality Control technician who is certified by the Society of Asphalt Technologists of New Jersey as an Asphalt Technologist, Level 2 is required as per Package B - Special Provisions, Section 902.02.04 C.

Inquiry 95: Bid Plans General Package Plans and SP8 for Stage 1A-3 – per these documents, the Welcome Center is only permitted to be closed for 2 weeks during Stage 1A-3. There is other work which needs to be performed in stage 1A-3 that may not impact the opening of the Welcome Center and may not be feasible to be completed in 2 weeks. Once the Welcome center is reopened, is the remaining Stage 1A-3 work permitted to continue?

Response 95: No. In order to provide full access to the Welcome Center, all activities associated with Stage 1A-3 must be completed within the noted two (2) week period.

Inquiry 96: Topic – As-built; As-Built Reference Drawings – Please provide the as-built drawings for the bridges that are to be removed.

Response 96: See response to Inquiry No. 65 above.

Inquiry 97: Topic – IBE Targets; There is a large value (\$12,122,500) of Pre-Determined Amount (PDA) bid items on this project. It is impossible to determine what, if any, of this value will be subcontracted or supplied by IBE firms. IS the PDA value excluded from the Contract Compliance goal of 25%?

Response 97: Yes, PDA items can be omitted from the IBE goal/target.

Inquiry 98: Topic – IBE Targets; There is a large value of Specialty Items on this project. Depending on the actual bridge construction type the Specialty Items range from \$10,000,000 to \$50,000,000. This work represents work that typically will be performed by a limited number of subcontractors or suppliers. Is the Specialty Item value excluded from the Contract Compliance goal of 25%?

Response 98: The Specialty Items are not excluded from meeting the 25% IBE goal.

Inquiry 99: Topic – Vendor Prequalification Requirements; If the contractors choose to pursue the concrete beam option will they be limited to the manufacturers listed in PADOT Bulletin 15 for the Pre-cast beams?

Response 99: Yes, the manufacturer will need to be pre-qualified.

Inquiry 100: Topic – Vendor Prequalification Requirements; Many of the Small Business and Veteran Business enterprises listed in the Federal Program are not listed on PADOT Bulletin 15 for material supply. Can the bidder list these companies on Form B for material supply or are we limited to the approved suppliers that are listed in PADOT's Bulletin 15 for Package A and/or C?

Response 100: Package A suppliers must be PennDOT approved. Package B suppliers must be NJDOT approved. Package C suppliers must be approved by the Commission.

Inquiry 101: Topic – Vendor Prequalification Requirements; Considering the high IBE target for this project do the IBE's need to be PADOT registered business partners for Package A, B, and C? Very few building subcontractors are PADOT registered business partners for Package C.

Response 101: Certified IBE vendors and/or subcontractors for Package A must be prequalified by PennDOT in the items of work they are performing or the services they are providing. Certified IBE vendors and/or subcontractors for Package B must be prequalified by NJDOT in the items of work they are performing or the services they are providing. Certified IBE vendors and/or subcontractors for Package C, must be registered on the Department of General Services Contractors List and must comply with the Public Works Employment Act 127 of 2012 by submitting to the Commission a Commonwealth Public Works verification form. The Package C Certified IBE vendors and/or subcontractors must also have a Certificate of Authority to do business in Pennsylvania.

Inquiry 102: Topic – Bid Form Requirements; Reference – Section 108.01 (C), Paragraph 5; Section 108.01 states that upon notification from the commission, forms B through F (as applicable) shall be submitted within 7 days of such notification. Further, In slide 12 of the Pre-

bid power point it states Form A is the only Contract Compliance Program Form that is to be submitted on bid day. Forms B through F, as applicable are to be submitted within seven (7) business days. This is in apparent Conflict with Form A in the Contract Compliance Program, if the contractor is able to obtain the goal and checks the “Opt-In” box it says ...(Forms A and B Letter of Intent- Disclosure of all Subcontractors to be included as part of its bid submittal). Please confirm that bidders are to follow the requirements of Section 108.01, and that only Form A is required as part of the initial bid submission.

Response 102: Only Form A is required to be submitted as part of the initial bid submission. The ‘Project Targets’ table on Form A and Forms B-F do not have to be filled out at the time of bid, but must be filled out by the apparent low bidder within 7 days of notification of same after bid opening.

Inquiry 103: Topic – Bid Form Requirements; Reference – Section 108.01 (C), Paragraph 5; Section 108.01 states that upon notification from the commission, forms B through F (as applicable) shall be submitted within 7 days of such notification. This is in apparent conflict with the Contract Compliance Program of July, 2016. Please confirm bidders are to follow the requirements of Section 108.01, and that only Form A is required as part of the initial bid submission.

Response 103: See response to Inquiry No. 102.

Inquiry 104: Topic – Trestle Construction Sequence; Can the sequence for the trestle construction and subsequent bridge construction be modified as long as the contractor maintains the minimum hydraulic opening for the river as achieved by the trestle construction sequence represented in the “General Package” Bid Plan set.

Response 104: The construction trestle configuration and sequence has been discussed and approved by the permitting agencies. We interpret the question as proposing to use a trestle configuration similar to what is shown on the plans, but with a different sequence, while maintaining the same hydraulic opening as shown. Re-sequencing of the work is permissible. However, changes to the trestle configurations shown on the plans shall be submitted for approval to the permitting agencies.

Inquiry 105: Topic – Escalation; Will the Commission consider adding a steel escalation provision into the contract to avoid the unnecessary incorporation of contingencies in our bids.

Response 105: A provision for steel escalation will not be included.

Inquiry 106: Topic – Bid Form Requirements; Reference - Section 102, Bidding Requirement, Scope of Work, Page SP-5; In Section 102-Bidding Requirements and Conditions, of the General Provisions, it is indicated that contractors are required to prequalify in either the Commonwealth of Pennsylvania or the State of New Jersey before the bid opening date. It also states, “A copy of the prequalification certificate shall be submitted with the Contractor’s bid documents.” We understand this to require that the prime contractor’s prequalification certificate is to be submitted with the bid documents. However, on Page 5 of the Scope of work it states that “Evidence of all specified prequalification certifications must accompany the bid”. This statement indicates that subcontractor certifications must also be submitted with the bid if

the prime contractor does not maintain all specified pre-qualifications. Is it necessary to submit subcontractor pre-qualifications with the initial bid submission or rather within 7 days of notification from the Commission. The prime contractor may not be aware which subcontractor's he is using until just before final bid submission time, creating difficulties submitting all required certifications with our bid package on the letting date.

Response 106: Only the Prime Contractor must submit a prequalification certificate with the bid documents to indicate that he/she can perform a minimum of 40% of the work (Except items designated as Specialty Items within the bid documents). Subcontractor prequalification certifications must be submitted before they will be allowed to perform any of the contract work.

Inquiry 107: Topic – IBE Targets; Please define the 25% IBE target. i.e. is this target 25% of the construction contract, 25% of construction contract reduced by specialty items and/or Pre-determined amount bid items, or 25% of our intended subcontracted value of work.

Response 107: See response to Inquiries 97 & 98.

Inquiry 108: Topic – Schedule; In consideration of the sequencing and restrictions as dictated by the contract documents, the interim and final completion milestones appear extremely aggressive. Please provide the DRJTBC's preliminary bid schedule so that bidders can fully understand the expectations and assumptions.

Response 108: The Construction Schedule will not be made available.

Inquiry 109: Topic – Schedule; We are respectfully requesting that the interim milestones established for the completion of the Stage 1 work be re-evaluated. A disproportionate amount of the construction work is required to be completed in Stage 1, including the completion of the AET building and toll gantry commissioning. However, there is significantly less time is provided to complete Stage 1 work than for subsequent phases. We are specifically requesting at least 6 additional months to complete Stage 1 Construction work. Understand that we are NOT requesting additional time to complete the overall project.

Response 109: Upon further review of the Construction schedule, we offer the following:

- A- It is to be clarified that the construction of the pedestrian/ bike paths in both PA and NJ do not need to occur in Stage 1, but should be completed by the Substantial Completion date.
- B- The following are the changes to the scheduled dates:
 - The Interim Completion – Stage 1 Milestone Date is November 14, 2018.
 - The Completion - Stage 1 Date is December 14, 2018.
 - The Substantial Completion Date is March 29, 2021.
 - Complete all items of work included in the Contract by the Contract Final Completion Date of May 28, 2021.

Inquiry 110: Special Provision: Architectural Surface Treatment, Superstructure. The 1st sentence on page SP A-235 states: A penetrating color stain is to be applied to all exposed portions of the barrier. Please confirm that the only portion of the barrier to receive stain is the architectural textured inset on the back side of the sidewalk barrier.

***Response 110:** The inquiry is understood as referencing page SP A-237, not SP A-235. It is correct that only the architecturally textured inset of the barrier is to receive the penetrating color stain. A revision to the special provision clarifying this will be included in this addendum. On page SP A-237 of the Special Provisions – Package A, delete the fifth paragraph in its entirety and replace the first paragraph by the following:

“The limit of the barrier along the Bicycle/Pedestrian path that receive the architectural surface treatment shown on the plans is from where the NJ Bicycle/Pedestrian Bridge meets the Main River Bridge to the beginning of Retaining Wall PA-BP. A penetrating color stain is to be applied only to the portion of the barrier with the textured pattern. The color of the penetrating stain is to conform to the Federal Standard Color Number 36463 and have flecking and veining that are apparent in real stone.”

On Sheet R2-32 in Package A – Part 5, add the following note:

3. THE FLORIDA ASHLAR STONE ARCHITECTURAL SURFACE TREATMENT TO THE BACK OF THE TRAFFIC BARRIER THAT SUPPORTS SOUND BARRIER PA-I2 SHALL BE PROVIDED UP TO BEGINNING OF THE RETAINING WALL PA-BP. SEE MAIN RIVER BRIDGE PLANS, SHEET 150 OF 336, FOR DETAILS. THE DISTANCE BETWEEN MOMENT SLAB EXPANSION JOINTS AND THE EDGE OF THE ARCHITECTURAL SURFACE PANEL SHALL BE 6”. THE DISTANCE BETWEEN THE TOP OF THE TRAFFIC BARRIER AND THE EDGE OF THE ARCHITECTURAL SURFACE PANEL SHALL BE 6”. THE ARCHITECTURAL SURFACE TREATMENT SHALL NOT BE APPLIED TO THE BACK OF THE MOMENT SLAB AT MSE WALL PA-C1. SEE SPECIFICATIONS FOR DETAILS.

Inquiry 111: When is it anticipated that answers to questions will be posted?

Response 111: Responses to inquiries received up to, and including, October 7th were part of Addendum No. 3, which is posted on the Commission’s website. Inquiries received after October 7th will have responses posted weekly. All responses will eventually be included as part of an addendum. The Commission’s website should continue to be monitored for future addenda.

Inquiry 112: Page 74 of the Package A tab sheets show 2,888 sy of 8” subbase on Woodside Road. The typical sections show all of Woodside Road to have 6” subbase. Does part of the road get 8” subbase or is this quantity in the wrong column?

***Response 112:** The subbase used on Woodside Rd should be Item No. 0350-0106 "Subbase 6" Depth (No. 2A)", not Item No. 0350-0108 "Subbase 8" Depth (No. 2A)".

Revise the following:

- On Sheet 74 of 280 in Package A, Part 1, delete the quantity "2888" for Item No. 0350-0108 "Subbase 8" Depth (No. 2A)" on the line Station 15+14.10 to 22+50.00 CL.
- On Sheet 74 of 280 in Package A - Part 1, add a quantity "2888" for Item No. 0350-0106 "Subbase 6" Depth (No. 2A)" on the line Station 15+14.10 to 22+50.00 CL

Inquiry 113: Could you provide cross sections for the BMS access drive.

Response 113: Cross section information for the Bridge Monitor Building Access Driveway is shown on the I-95 cross sections between Stations 259+50 and 263+50 on Sheets 178 through 186 of 426 in Package A - Part 6.

Inquiry 114: Can the earthwork design files or cross-sections be provided in electronic format to the bidders pursuing this project? If so, we request them in one of the following formats:

- a. .XSR Output files in text format
- b. .DGN files
- c. .DWG files
- d. .DTN files

Response 114: No CADD files of the bid documents will be made available during the bid process. The Commission will make these files available to the successful bidder only.

Inquiry 115: Reference is made to the second paragraph of Special Provision item 9000-006, located on page SP-60. The first sentence reads “The construction access scheme used for bridge construction must conform to the approved Permit Plans and Permit Conditions provided on the plans.” We cannot locate documents in the bid packages that are titled “Permit Plans and Permit Conditions”. We respectfully request this information be provided at the earliest possibility so that time will be sufficient to seek clarification and stay in compliance with the October 31st deadline for questions.

Response 115: The provided access plans are in conformance with the permit plans. Refer to the Environmental and Soil Erosion and Sediment Control Plans in Package B for a list of permit conditions. The access plans are currently under review by the USACE/PADEP.

Inquiry 116: In addition to the above requested information, please provide all permit information that has been approved/discussed with agencies that have jurisdiction in the area of the project. If the contractor is to comply with the permits agreed to for this project, they should have access to agreements made on their behalf.

Response 116: Refer to the Environmental and Soil Erosion and Sediment Control Plans in Package B for a list of permit conditions. Additionally, timing restrictions are included in the General Specifications. Authorization from the USACE/PADEP is pending.

Inquiry 117: With the release of addendum #2 dated October 14, 2016, which extended the bid date to December 22, 2016, we request the deadline to ask questions be extended from October 25, 2016 to December 2, 2016.

Response 117: Refer to Addendum No. 3, which extended the inquiry deadline to November 23, 2016.

Inquiry 118: Reference is made to Notice to Contractors, dated September 13, 2016, page 5, paragraphs 2 and 3, in which statements are made regarding the need for the Prime Contractor to be prequalified by the Pennsylvania or the New Jersey Departments of Transportation. There is a strong possibility that joint venture entities will form between contractors pursuing this

project. This brings about a few questions regarding the ability to submit a proposal as it pertains to the required prequalified status:

- a. Please clarify whether the joint venture entity will need to be prequalified as a sole entity with the Pennsylvania or the New Jersey Departments of Transportation.
- b. If the joint venture entity does not to be prequalified as a sole entity, will both joint ventures partners need to be prequalified or can the prequalification requirement be met by one JV partner?

Response 118: See response to Inquiry No. 21 in Addendum No. 3.

Inquiry 119: Reference is made to sheet 13 of 21 through sheet 21 of 21 of the General Package drawings, which pertain to Construction Access.

- a. Please clarify why the trestles for the southbound structure cannot be built spanning all of the way across the river as one structure. Same question for the northbound structure.
- b. Please clarify if the contractor is required to follow the traveling trestle scheme in the drawings on sheets 18 through 21 of 21.

Why was this method chosen for construction access in the river?

Response 119:

- a. The construction trestle configurations shown on the plans conform to the requirements of the permitting agencies to maintain a minimum hydraulic opening at any one time. Therefore, it cannot be constructed continuously for either of the SB or NB structures.
- b. The traveling trestle is an alternative method, which was included in the permit plans. The contractor is not required to use, however, any change to the methodologies shown on the plans, may be subject to approval from the permitting agencies.

Inquiry 120: Page 91 of the Package A tab sheets show 46 LF of 30" RCP at station 137+22 RT. Both the plan sheets & cross sections show a 24" x 38" HERCP at that location. Which is correct?

***Response 120:** The plans and sections are correct, this pipe should be Item No 0601-6383 "24" X 38" Elliptical Reinforced Concrete Pipe, Type A Shore/Trench Box Horizontal, 2'-1.5', 100 Year Design Life", not Item No 0601-7043 "30" Reinforced Concrete Pipe, Type A, 15'-2' Fill, 100 Year Design Life".

Changes to the contract documents to address this revision were contained within Addendum No. 3.

Inquiry 121: Pages 94 - 96 of the Package A tab sheets it appears that you have doubled all the items associated with stations 159+98 to 157+02 RT including the pipe, excavation, top units and inlet boxes. Could you correct this?

***Response 121:** These lines are duplicated and one of them will be removed.

The following will be **revised**:

- On Sheet 94 of 280 in Package A, Part 1, the lower line for Station 159+98.00 to 157+02.00 RT will be deleted.
- On Sheet 95 of 280 in Package A, Part 1, the lower line for Station 159+98.00 to 157+02.00 RT will be deleted.
- On Sheet 96 of 280 in Package A, Part 1, the lower line for Station 159+98.00 to 157+02.00 RT will be deleted.

Inquiry 122: Refer to Bridge S-36219 Plans Sheet 4 of 36. The Component Item for Class AA has Note #4 which says it includes the concrete in the reinforced concrete grade slab. There is also a Component Item for the reinforced concrete grade slab, quantity tabulated by the square yard, which Note #8 says is all-inclusive. Which Component Item covers payment for the reinforced concrete grade slab?

***Response 122:** The quantity for the component Item “Class AA Cement Concrete” in the “APPROXIMATE QUANTITIES – STRUCTURE, AS DESIGNED” table on Sheet No. 4 of 36 in Package A – Part 5 does not include a quantity for the reinforced concrete grade slab. The quantity (31 SY) for the Reinforced Concrete Grade Slab is included in the component item for “REINFORCED CONCRETE GRADE SLAB”.

Note #4 below the Approximate Quantities table on Sheet No. 4 of 36 in Package A – Part 5 is revised to:

- (4) INCLUDES CONCRETE IN ABUTMENT BACKWALLS, CHEEKWALLS, COPINGS, PIER CAPS, ABUTMENTS BELOW BRIDGE SEAT, WINGWALLS, FOOTINGS, AND THE CONCRETE POSTS AND CURBS (ON THE CLASS AAA CEMENT CONCRETE DECK SLAB).

It is intended that all labor, materials, equipment, etc. necessary to construct the reinforced concrete grade slab are included within the component item “REINFORCED CONCRETE GRADE SLAB”. Notes 8 and 9 below the Approximate Quantities table on Sheet No. 4 of 36 in Package A – Part 5 are revised to:

- (8) PAYMENT FOR “REINFORCED CONCRETE GRADE SLAB” INCLUDES THE REINFORCEMENT BARS, GALVANIZED FOR THE CONCRETE GRADE SLAB, AND THE CONCRETE CURB AND CONCRETE POSTS ON THE REINFORCED CONCRETE GRADE SLAB.
- (9) PAYMENT FOR “REINFORCED CONCRETE GRADE SLAB” INCLUDES THE CONCRETE FOR THE CONCRETE GRADE SLAB, AND THE CONC CURB AND CONC POSTS ON THE REINFORCED CONCRETE GRADE SLAB.

Inquiry 123: On the same Component Item Schedule noted in *inquiry*. 122, what is the 29 CY of Class AA Concrete tabulated in the deck for?

Response 123: The 29 CY of the component item “Class AA Cement Concrete” is for the concrete posts and curbs on the Class AAA Cement Concrete deck slab. General Note 5 on Sheet No. 2 of 36 in Package A – Part 5 lists “Concrete Posts and Curbs” as indicated to be Class AA Cement Concrete.

Inquiry 124: Can the rock cores be made available for the contractor to review? If so, can you please provide where the cores are located and contact information for the person to schedule the viewing.

Response 124: The rock core samples will not be made available for Contractor to review.

Inquiry 125: Package A – Traffic Control Plans sheet 2 of 173, note 2 under the **Temporary Drainage Notes**. “Construct cross pipes using trenchless excavation”, is this only in reference to the 72” Jacked pipe?

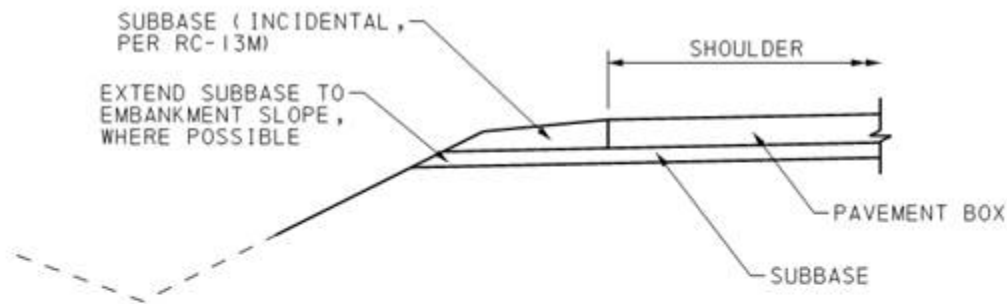
Response 125: This is in reference to the two cross pipes that span the entirety of I-95: the 48” pipe at Station 255+50.00 (X); and the 72” pipe at Station 260+66.30 (Y). Construct the portion of these pipes beneath the existing pavement using trenchless excavation and construct the remainder of the pipe, in the proposed embankment area to the north of I-95, using conventional means.

Inquiry 126: Based on the information on the tab sheets in bid package A for bituminous base course and subbase courses it appears there is a subbase bleedout intended for some of the typical roadway sections which is not necessarily depicted on the typical sections. Please confirm the presence of a subbase bleedout.

Response 126: See the relevant response provided for Inquiry No. 127.

Inquiry 127: In addition, on the typical sections for the roadway in bid package A it appears there may be incidental subbase intended as roadway backup above the perceived subbase bleedout. This potential incidental subbase is not labeled as such and may be interpreted as embankment backup. Please clarify what is intended for the roadway backup see sheets 24, 25, 26, etc. of 280. If subbase is the intention can a subbase item be added and paid by the ton? If it is intended to be subbase and is to be incidental, could the typical sections be labeled as such?

***Response 127:** Where possible, the subbase should be extended to the embankment slope. Per PennDOT Standard Detail RC-13M, the subbase placed above the “bleedout” is incidental. The following detail will be added to Sheet 52 of 280 in Package A, Part 1, to clarify the treatment of the subbase:



TYPICAL SUBBASE TREATMENT

NOT TO SCALE

NOTES

1. PAVEMENT BOX AND SUBBASE COMPOSITION AS SHOWN ON THE TYPICAL SECTIONS.
2. IF PAVEMENT BASE DRAIN IS INSTALLED AT EDGE OF SHOULDER, DO NOT EXTEND SUBBASE TO EMBANKMENT SLOPE AND FILL BETWEEN THE PAVEMENT BOX OR SUBBASE AND EMBANKMENT SLOPE WITH EMBANKMENT MATERIAL.

Inquiry 128: There are several areas on the plan for bid package A where the existing roadway is to remain in place and receive 2" milling followed by a variety of pavement courses. Some of these milling areas however appear to receive a 2" milling followed only by a 2" overlay, see tabs for southbound I-95 sta 149+00 to 150+50 and 221+25 to 224+50 as well as northbound 147+04 to 148+50. Since the 2" wearing course is not to be placed until the last stage of the project is it the Commissions intention to allow traffic on the milled surface for an extended period of time? Or can a leveling course as a riding surface be added for these locations?

***Response 128:** At locations where the work is limited to milling 2" and placing 2" overlay, the milling and subsequent overlay placement is to be done in coordination with final surfacing as noted in the General Notes in Package A, Part 1 (Sheet 10 of 280) and Package B, Part 1 (Sheet 24 of 1020). An additional clarifying note will be added to each package which describes the aforementioned requirement.

Inquiry 129: PA Bicycle / Pedestrian Bridge (S-36219) - Is the architectural surface treatment on the Abutment 2 wings to be formliner & stain? The Special Provision on page SP A-232 only talks about the piers on the River Bridge (S-36220).

Response 129: Please refer to the "ARCHITECTURAL FINISH (ABUTMENT 2 AND WINGWALLS A & B)" notes on Sheet No. 10 of 36 in Package A – Part 5.

Inquiry 130: PA Bicycle / Pedestrian Bridge (S-36219) - Please confirm the limits of the architectural surface treatment. Sheet 11 of 36 shows the architectural treatment installed all the way down to top of footing, meaning a significant portion will be buried below grade.

Response 130: The limit of Architectural Finish shall be as indicated on the Sheet 11 of 36 in Package A – Part 5. Also, refer to the “ARCHITECTURAL FINISH (ABUTMENT 2 AND WINGWALLS A & B)” notes on Sheet No. 10 of 36 in Package A – Part 5.

Inquiry 131: PA Bicycle / Pedestrian Bridge (S-36219) - Please confirm the number of test piles at Abutment 1. There is a component item line for test piles but none are indicated on the pile cap plan, Sheet 8 of 36.

***Response 131:** FOUNDATION AND PILE NOTES # 7 on Sheet 6 of 36 in Package A – Part 5 indicated that two (2) test piles are required. Note that the PDA will not be required for these test piles. The above note will be revised and test piles will be indicated on the Abutment Pile Plan as noted below.

On Sheet 6 of 36 in Package A – Part 5, the Pile Nos. 4 and 5 at Abutment 1 on the Abutment Pile Plan shall be identified as Test Pile.

On Sheet 6 of 36 in Package A – Part 5, the FOUNDATION AND PILE NOTES #6 shall be deleted to its entirety and replaced with “NO NOTE”. The note numbering order shall not be changed.

On Sheet 6 of 36 in Package A – Part 5, the FOUNDATION AND PILE NOTES #7 shall be revised to read as the following:

TWO (2) TEST PILES ARE REQUIRED AT ABUTMENT 1. PILE-DRIVING ACCEPTANCE WILL BE USED FOR THE PRODUCTION PILE DRIVING OPERATION.”

On Sheet 6 of 36 in Package A – Part 5, the FOUNDATION AND PILE NOTES #8 shall be replaced with the following.

“THE UNCONFINED COMPRESSIVE STRENGTH OF THE ARGILLITE AND LIMESTONE WITHIN THE PROJECT LIMITS ARE INCLUDED IN THE GEOTECHNICAL REPORT. THE STRENGTH OF THE BEDROCK SAMPLES MAY BE VERY HIGH. THE CONTRACTOR IS ADVISED TO USE THE ADEQUATE ROCK DRILLING EQUIPMENT AND METHODS.”

Inquiry 132: It appears that the excel file on your website for the Schedule of Prices have not been updated to include Addendum No. 3 changes. Please advise, we would like to match the excel file in our estimating system as far as sequence of items. When the excel is updated for Addendum changes can the changes, additions, deletions be noted in the file.

Response 132: The updated spreadsheet for the SCHEDULE OF PRICES has been posted on the project website reflecting revisions included in Addendum No.3 as well as additional revisions resulting from the subsequent Contractor Inquiries received by Tuesday October 25, 2016. Changes to the spreadsheet(s) will be indicated in red text. Subsequent changes to the spreadsheet(s) will be shown in red text, while the previous changes will be shown in green text. A revision number and date will also be shown in the footer of the spreadsheets.

Inquiry 133: On S-36228, the details on Drawing sheet 12 of 53 call for a 30 mil HDPE impervious geo membrane system above the precast T-WALL retaining wall. This is a PennDOT BC-799M standard for MSE but is not required for T-WALL per the approved PADOT # 87-402PE T-WALL standards and has not been required on any of our PennDOT projects. Can the 30 mil HDPE liner be omitted for T-WALL?

Response 133: No, the 30 MILS HDPE GEO MEMBRANE LINER is required as shown in the Median Retaining Wall (S-36228) Typical Sections on Sheet No. 12 of 53 in Package A – Part 5.

Inquiry 134: Refer to Bicycle / Pedestrian Bridge (S-36219) Plans, Sheet 24 of 36. There is no pour sequence given for the bridge deck yet there are dashed lines shown at the piers, indicative of bulkheads for negative moment region pours. Is there a requirement to pour the positive moment regions first and then come back and pour the deck areas over the piers?

***Response 134:** Yes, a deck slab placement sequence will be provided, indicating that the positive moment regions to be poured first (Pour 1), and then the negative moment regions over the piers to be poured second (Pour 2). The limits of Pour 1 and Pour 2 will be shown as stated above on Sheet No. 24 of 36 in Package A – Part 5. Also, Note 4 will be added to read the following:

“CONTRACTOR MAY PROVIDE ALTERNATE DECK PLACEMENT SEQUENCE FOR REVIEW AND APPROVAL OF THE ENGINEER.”

Inquiry 135: Refer to Bicycle / Pedestrian Bridge (S-36219) Plans, Sheet 24 of 36. Is welding shear studs in the negative moment regions permissible?

Response 135: Yes, welding shear studs in the negative moment regions is permissible.

Inquiry 136: Refer to Bicycle / Pedestrian Bridge (S-36219) Plans, Sheet 24 of 36. Is the rectangular dashed line over Pier 2 supposed to represent a bulkhead for a negative moment region pour at this pier?

Response 136: No, the rectangular dashed lines over Pier 2, and at the other piers, are the outlines of the pier caps below the superstructure.

Inquiry 137: Refer to Bicycle / Pedestrian Bridge (S-36219) Plans, Sheet 24 of 36. Is it permissible for the contractor to introduce additional bulkheads for pouring the round or flared portions of the deck?

Response 137: No, the rounded overlook over pier 2 should be poured in the same pour with the negative moment region pour. The flared portions at Abutment 1 shall also be poured in the one pour. See response to the Inquiry #134.

Inquiry 138: Addendum No. 3 added notes for the concrete overlay work on the Woodside Rd. bridge deck (Roadway Plan Sheet 55 of 280). Note #6 says “repair beams as per BC-783M”. Please confirm beam repairs, if needed, would be paid as extra work since there is no way to determine either the type of repair necessary or the repair quantity at bid time.

***Response 138:** Beam repairs for Woodside Road Bridge deck, if any, shall be paid under the general pay items 9040-0001 CONCRETE BRIDGE REPAIR, TYPE 1 or 9040-0002 CONCRETE BRIDGE REPAIR, TYPE 2. Note #6 on Roadway Plan Sheet 55 of 280 in Package A – Part 1 will be revised accordingly.

Inquiry 139: At the prebid meeting, we were told that the “written in items” supplied by the commission as part of this bid would not be subject to the 25% IBE goal. This is to confirm that the \$12,118,500 may be deducted from the total bid prior to calculating the amount needed to make the 25% IBE goal.

Response 139: See response to Inquiry 97.

END OF INQUIRIES RECEIVED FROM OCTOBER 8, 2016 and THROUGH COB (4 P.M.) OCTOBER 25, 2016

(Responses Issued and also Posted on the Commission’s Website on OCTOBER 31, 2016).

B. Responses included herein are to Inquiries received by the Commission from Tuesday October 25, 2016 through Tuesday November 1, 2016.

Inquiry 140:

- a. Plan sheet 54 shows an 6' OD steel casing with a 6' ID HDPE pipe in it. These pipes won't fit inside one another. What size casing would be acceptable?
- b. It appears that this is the extension of the (directional) boring under existing 95. Are the casings to be connected in any fashion?
- c. There does not appear to be any specifications on the baffles for the HDPE pipe (material / spacing). Could this be provided?
- d. The detail shows a bedding detail but the notes say install casing using trenchless excavation. Could you please clarify your intent?

***Response 140:**

- a. A 7' OD steel casing is acceptable. Space between the 6' ID HDPE pipe and the steel encasing is to be filled with flowable fill/grout material. The detail on plan sheet 54 will be revised to depict the 7'OD steel casing and notes.
- b. The steel casing is to extend the entire length of the proposed culvert including the widened section of roadway. The Cross Section of the culvert on sheet 181 of Package A-Part 6 will be revised to depict the HDPE pipe with steel encasing for the full extent of the proposed culvert .
- c. The baffles for the HDPE are to be HDPE material and built into the ID pipe with 8' spacing. The width of the baffle is to be 1' and the height is to be 8". The notes and detail on plan sheet 54 will be updated to include the baffle spacing and dimensions.
- d. The bedding material is to only be included outside the existing pavement in the widened section of the roadway. A note will be added to the detail on plan sheet 54 for clarification.

Revise the following:

- Revise "Culvert Typical Section" detail on plan sheet 54 of 280 to show 7'-0" Outside DIA Steel Sleeve.
- Notes will be added to the "Culvert Typical Section" detail to reflect HDPE baffles (1' W x 8" H) with 8' spacing.
- Note 1 of the "Culvert Typical Section" detail will be revised to clarify where bedding material is applicable, outside of the existing roadway footprint in the widened section of roadway.
- Revise the Cross Section of the culvert on sheet 181 of Package A-Part 6 to depict the HDPE pipe with steel encasing for the full extent of the proposed culvert.

Inquiry 141: Plan sheet 52 shows a detail for the impervious liner.

- a. The specifications talk about 1' excavation below finished grade. How is this paid?
- b. The specification say to backfill with 12" embankment soil & topsoil. The detail shows 8" embankment & 12" topsoil. Which is correct?
- c. How is the embankment soil & topsoil paid?

- d. The specifications talk about anchor trenches, the detail does not show any. Are they required?
- e. The plan sheets in the PCSWM plans do not show the location of the liner. Could the locations be provided?
- f. The specification say no equipment is allow on the liner until at least 12" of soil has been place, but only a 12" of soil is to be placed total. How is the additional depth of soil to be paid?

***Response 141:** Responses to the inquiry are as follows:

- a. The additional excavation is included in the Item No. 0203-0001 "Class 1 Excavation" quantity for each basin, as shown on Sheet 137 of 280 in Package A, Part 1.
- b. The detail will be revised to show 12" of topsoil only.
- c. Placement of embankment material is incidental to excavation or borrow excavation, per PennDOT Pub 408, Section 206. Topsoil is included in the quantity for Item No. 0802-0001 "Topsoil, Furnished and Placed" for the entire project on Sheet 137 of 280 in Package A, Part 1.
- d. The detail will be updated to show anchor trenches.
- e. The liner is to be placed only at Basins D and F, along the basin side of the berm. The liner is only to be placed in areas where the berm is in fill.
- f. Only 12" of soil is to be placed, there's no extra soil to be paid. A minimum of 12" of soil must be present on top of the liner before a vehicle may drive over it. Do not drive equipment on the infiltration basin bottom that will cause compaction to the basin bottom.

Revise the following:

- On Sheet 52 of 280 in Package A, Part 1, delete the "Embankment, 8" Depth" from the Infiltration Basin Berm Protection Detail.
- On Sheet 52 of 280 in Package A, Part 1, add an anchor trench to each end of the impervious liner in the Infiltration Basin Berm Protection Detail and label it "Minimum 18" x 18" liner anchor trench".

Inquiry 142: Bid No. 18 – Bid Item 551019M – Bridge 1120-150 - Drawing B1-2, General Note states "The quantity for the added thickness of the southbound PPC Overlay has been included in the pay item for PPC Overlay. This added thickness is an additional 3/16". It appears the bid quantity does not reflect the additional depth. Please confirm that this added thickness will be paid at the contract unit price bid for this item.

***Response 142:** On Sheet 664 of 1020 in Package B – Part 4, in the SUMMARY OF QUANTITIES for the New Jersey Mainline Approach Bridge (Str. No. 1120-150), the quantity for the Bid Item 551019M POLYESTER POLYMER CONCRETE OVERLAY to be revised to 3,000 CF to account for the additional 3/16" of overlay on Southbound Roadway.

Inquiry 143: Bid No. 19 – General Provision – Steel Escalation - We are unable to find a Steel Escalation Clause. Please provide a steel escalation clause for this contract

Response 143: Refer to Response 105, a provision for steel escalation will not be included.

Inquiry 144: Lump Sum Retaining Walls (PA-D & PA-R) S-36226 & S-36227: Please verify the Geotextile, Class 4, Type A quantities for both walls. Refer to the typical section on sheet R1-16 of R1-27, of Package A, Part 5. It appears the plan quantities may only include the portion of the geotextile fabric wrapped around the No. 57 coarse aggregate for the 6" dia. perforated pipe, and do not account for the portion behind the specified backfill, running parallel to the wall. On other typical sections for MSE walls in this package that back portion is called out as a roadway item. Please advise.

***Response 144:** The revised quantities for the component item GEOTEXTILE, CLASS 4, TYPE A are provided below.

On Sheet No. R1-1 of R1-27 in Package A – Part 5, in the SUMMARY OF ESTIMATED QUANTITIES table, the quantities for the Component Item (3) GEOTEXTILE, CLASS 4, TYPE A to be revised from 190 SY to 640 SY for RETAINING WALL PA-D S36226 and from 300 SY to 1160 SY for RETAINING WALL PA-R S-36227.

On Sheet No. R2-1 of R2-79 in Package A – Part 5, in the SUMMARY OF ESTIMATED QUANTITIES table, the quantities for the Component Item (3) GEOTEXTILE, CLASS 4, TYPE A to be revised as the following:

- for RETAINING WALL PA-A S-36223 change the quantity for the Component Item (3) GEOTEXTILE, CLASS 4, TYPE A from 710 SY to 2,050 SY.
- for RETAINING WALL PA-B S-36224 change the quantity for the Component Item (3) GEOTEXTILE, CLASS 4, TYPE A from 300 SY to 680 SY.
- for RETAINING WALL PA-C1 S-36649 change the quantity for the Component Item (3) GEOTEXTILE, CLASS 4, TYPE A from 40 SY to 90 SY.
- for RETAINING WALL PA-BP S-36648 change the quantity for the Component Item (3) GEOTEXTILE, CLASS 4, TYPE A from 1,480 SY to 1,810 SY.
- for RETAINING WALL PA-C3 S-36651 change the quantity for the Component Item (3) GEOTEXTILE, CLASS 4, TYPE A from 1,950 SY to 2,440 SY.
- for RETAINING WALL PA-BM S-36647 change the quantity for the Component Item (3) GEOTEXTILE, CLASS 4, TYPE A from 2,450 SY to 2,700 SY.
- for TOTAL change the quantity for the Component Item (3) GEOTEXTILE, CLASS 4, TYPE A from 6,930 SY to 9,770 SY.

On Sheet No. R2-9 of R2-79 in Package A – Part 5, for TYPICAL SECTION AT RETAINING WALL PA-A and for TYPICAL SECTION AT RETAINING WALL PA-B replace the callout “GEOTEXTILE FABRIC, CLASS 4, TYPE A (RDWY ITEM)” with “GEOTEXTILE FABRIC, CLASS 4, TYPE A”.

On Sheet No. R2-10 of R2-79 in Package A – Part 5, for TYPICAL SECTION AT RETAINING WALLS PA-C1 & PA-BP replace the callout “GEOTEXTILE FABRIC, CLASS 4, TYPE A (RDWY ITEM)” with “GEOTEXTILE FABRIC, CLASS 4, TYPE A”.

On Sheet No. R2-11 of R2-79 in Package A – Part 5, for TYPICAL SECTION AT RETAINING WALLS PA-C3 AND PA-BM SECTION C-C and PARTIAL SECTION B-B replace the callout “GEOTEXTILE FABRIC, CLASS 4, TYPE A (RDWY ITEM)” with “GEOTEXTILE FABRIC, CLASS 4, TYPE A”.

On Sheet No. R2-12 of R2-79 in Package A – Part 5, for TYPICAL MODULAR TEE-WALL SECTION (OPTIONAL) (SECTION SHOWN AT RETAINING WALL PA-A OTHER RETAINING WALLS ARE SIMILAR) replace the callout “GEOTEXTILE FABRIC, CLASS 4, TYPE A (RDWY ITEM)” with “GEOTEXTILE FABRIC, CLASS 4, TYPE A”.

Inquiry 145: In the special provisions for Package B, the last paragraph for section 613.03.02 (F) on page 92 of 215 calls for an anti-graffiti finish to be applied after staining NJ precast concrete noise barriers. It does not appear that Package A includes any such special provision for PA noise barrier, though it is required on PA MSE walls. Please confirm this is only for precast concrete noise barriers in New Jersey.

Response 145: The information in the Bid Documents is confirmed. As indicated in the special provisions, retaining walls in PA and NJ and noise wall in NJ are to receive an anti-graffiti finish.

Inquiry 146: As a follow up to the DRJTBC Response to Inquiry 12;

Inquiry 12: Could the Army Corps of Engineers permit for this project be provided to the contractors?

Response 12: All permits obtained for the project will be made available to the successful bidder only.

The bidders are expected to submit an access plan that conforms to the project permits based on General Note 1 of contract drawing CA-01. How would one accurately estimate the access requirements without the permit requirements? Furthermore at least some of the public information available for this project (example: National Marine Fisheries Services Endangered Species Act Biological Opinion dated 6/11/2010) indicates that the temporary trestle causeway was intended be supported on driven piles. Based on the project geotechnical borings this is not a viable means of supporting the trestle due to the geology. What are the permit requirements for installing and removing the temporary trestle foundations which most likely will be some form of drilled foundation? It is essential that the permit conditions be known so that they can be met as required; please advise.

Response 146: We agree that according to the project geotechnical borings, piles for the temporary trestle causeway may need to be installed using methods other than driving. Installation and removal of the temporary trestle foundations will be determined based on the Contractor’s means and methods, and shall be in accordance with the following two conditions that will be added to the contract specifications:

- Where feasible, vibrate temporary trestle foundations and cofferdam sheeting in place. Prior to heavy pile installation, tap each pile with a hammer to encourage nearby fish to move out of the area.
- Prior to constructing cofferdams or temporary trestles, turbidity barriers are to be installed to contain siltation. The turbidity barriers are to be maintained until the temporary trestle or cofferdams are in place, at which time, the turbidity barrier can be removed.

Inquiry 147: The response to Inquiry 1 indicates that an Excel file will be made available with the bid items for the Contractors use in bidding; this has been made available. The last part of the response indicates that this working document is for the bidders use in developing their

costs. This document does not relieve the bidders of responsibility of submitting the “Schedule of Prices” sheets included in the bid documents. From my recollection at the prebid meeting it was stated that this file could be filled in and used to submit bid prices at the time of bid; the answer seems to contradict that line of thinking. Filling in 1200 bid items by hand is not practical; please advise. In addition; it appears as of 10-27-2016 that the file on the DRTBC website has not been updated for changes made by Addendum No. 3.

Response 147: An updated excel working file reflecting the changes resulting from Addendum No. 3 was issued/posted on the Commission’s website on October 31, 2016. An updated excel working file reflecting the changes resulting from Addendum No. 4 will be issued/posted on the Commission’s website at the time that Addendum No. 4 is issued/posted. It is the Contractor’s responsibility to fill out the provided Schedule of Prices table which will be issued with the final Addendum and submit with the bid.

Inquiry 148: The response to Inquiry 21 in the last sentence indicates that individual Prime Contractors in a Joint Venture will only be allowed to work on those items for which they are pre-qualified. This is contrary to PennDOT Specifications which allow a Contractor that is prequalified for at least 50% of the work can work on any items on the project. Please clarify/confirm your intent.

Response 148: Contractors and their subcontractors must be prequalified by PennDOT in the work in Package A they will be performing.

Inquiry 149: The Key Plan for PA Structures indicates that Retaining Wall PA-C1 is S-36644; yet bid item for PA-C1 is listed as S-36649. Please clarify that this is the same wall and which is correct.

***Response 149:** On Sheet 1 of 1, KEY PLAN TO PA STRUCTURES in Package A – Part 4, the structure number for the Retaining Wall PA-C1 will be revised to S-36649.

Inquiry 150: Please check the deck reinforcement quantities for S-36220A & S-36220B; one or the other does not seem correct comparing the two. Please advise.

Response 150: The approximate deck reinforcement quantities provided in the proposal are correct. Note that different rebar sizes are specified for the two alternate designs of the Main River Bridge (S-36220A and S-36220B).

Inquiry 151: Please clarify the licensure requirements regarding a Professional Engineer for designs as part of the contractor responsibility. Please clarify if a PE Licensed in PA will be required for any designs in PA, and similarly NJ License in NJ? General Provision Specification 105.02 and Section 100 Special Provision section 9000-0006 Construction Access states submissions are to be signed and sealed by a PE registered in Commonwealth of Pennsylvania OR the State of New Jersey. Clarify if that means either a licensee from either state can sign & seal anything for this entire project, or if the engineer needs to be licensed from the state where that work item will be located? If that is the case, clarify the items that cross State lines, such as access trestle.

Response 151: The engineer needs to be licensed in the corresponding state where the work item is located. Work items crossing the state line up to the North Abutment on the Main River Bridge are to be signed and sealed (as required) by the engineer licensed in PA.

Inquiry 152: Similar to what the Commission has done on previous Scudder Falls Bridge bids, please issue revised proposal and contract pages that include the changes outlined in the Addendum 3 (and any future addenda) to minimize the possibility of confusion among the bidders potentially using incorrect items and quantities which could lead to bid protests.

Response 152: Revised Proposal and Contract pages, along with the final “Schedule of Prices” excel working spreadsheet file all will be provided to all bidders in the final addendum.

Inquiry 153: As highlighted in the response to Inquiry 4 from Addendum 3, PennDOT Standard Specs requires bidders to provide the same unit price for pay items with the same item number and description. Due to the significant difference in work involved with some of these items based on the location (unique sequence numbering), we ask that this requirement is waved. For example, a bid item used in a small bridge over a local road could have a drastically different unit price than the same item that’s part of the main bridge over the Delaware River. If the requirement will not be waived, please confirm that it does not apply to work in NJ (Package B items).

Response 153: This requirement will not be waived. This requirement is applicable to pay items in NJ.

Inquiry 154: Please review the IBE Goal of 25%. As was stated several times at the pre-bid meeting and as we get through the documents, we believe this percentage is too high and will be nearly impossible to meet therefore making bidders select Compliance Plan II. We ask that the IBE % be lowered to a more reasonable goal % based on typical percentages used by PENNDOT and NJDOT for this type of construction.

Response 154: The IBE Goal of 25% will not be changed.

Inquiry 155: We would like follow up clarification to Inquiry #38 and Response provided in Addendum #3. All bidders must submit Form A with their bid. If the bidder chooses Compliance Plan II on Form A, please confirm that the “Project Target” section on Form A does not need to be completed on the Form A that is submitted with the bid. Those %’s will not be able to be determined at bid time if the bidder chooses Plan II, and will only be known once the other Forms B-F are completed. Therefore please confirm that a bidder who selects Compliance Plan II should not fill in the “Project Target” section on the day of the bid, but the apparent Low Bidder only, will fill that information in when the rest of the Good Faith Documentation is submitted (within 7 days after notification).

Response 155: Refer to the Response to Inquiry No. 102.

Inquiry 156: We would also request additional time for the low bidder to submit their Compliance Plan II good faith effort paperwork after the bid. Currently per General Provision Section 108.01.C. on GP-21, this paperwork must be submitted within seven (7) business days of the notification from the Commission. Based on the revised bid date of December 22, 2016 many of the subcontractors and suppliers will be closed during the following week to observe the Holiday season. In light on this current bid date, high rate of vacation time/company closures during that time of year, and large project size with many companies involved we request additional time be provided to submit the Compliance paperwork. Please change this requirement from 7 business days to 14 business days.

Response 156: No change to this requirement is being made at this time; but the matter is being given further consideration and may be modified at the time of notification of apparent low bidder.

Inquiry 157: *Concrete overlay work on the Woodside Road bridge deck* - Where are the traffic control details for the phased deck overlay work?

***Response 157:** There are no specific details pertaining to Woodside Road flagging, reference to PATA 107 is made in the General Package Sequence Notes for Stages WT-2 and WT-3. Notes will be added to Sheets 102 and 103 of 173 in Package A, Part 2.

Inquiry 158: *Concrete overlay work on the Woodside Road bridge deck* - What phase of the job does this work take place?

Response 158: The concrete overlay work on Woodside Road bridge deck is to take place during Stages WT-2 and WT-3 accordingly.

Inquiry 159: *Concrete overlay work on the Woodside Road bridge deck* - Traffic Control Plan Sheet 2 of 173 permits flagging operations on Woodside Road from “10 AM to 6 AM (next day)”. Is this correct? Should it read “10 PM to 6 AM (next day)”?

Response 159: The hours listed on Sheet 2 of 173 in Package A, Part 2, are correct as shown.

Inquiry 160: *Concrete overlay work on the Woodside Road bridge deck* - Traffic Control Plan Sheet 2 of 173 also states flagging is permitted on Woodside Road all day on Saturday and Sunday. However, even if the overlay operation starts on Friday night and works continuously through the weekend there is not enough time to do this work (mill asphalt, micro-mill beams, repair beams if necessary, drill dowels, install rebar, place and cure concrete). PENNDOT Pub 408 Section 1001.3(p) 3.b requires 3 days minimum cure time for HES Concrete and only if minimum compressive strengths are achieved can traffic be placed on the concrete. This work really requires a long-term pattern be in place. Please provide traffic control details for a long-term pattern.

Response 160: Traffic control details will not be provided. Notes will be added to Sheets 102 through 103 in Package A, Part 2 to clarify the staging set-up to be used for the concrete overlay work. Note that PennDOT Publication 408, Section 704.1(b) allows the Contractor to submit an accelerated cement concrete mix design to achieve higher compressive strength in a shorter duration.

Inquiry 161: General Provisions – Section 103, Page GP-12 - Section 103 page GP-12 103.01(a) indicates the apparent low bidder is required to submit Component Item Schedules for each lump sum item “REQUIRING” a Component Item Schedule. Please provide a list of “REQUIRED” Component Item Schedules.

Response 161: Component Item Schedules are required for all lump sum items.

Inquiry 162: Proposal Form - There are numerous revisions to the proposal form based on Addendum 3. We assume that there will be numerous additional changes in coming addenda. Mistakes or inconsistencies in the submitted proposals of the contractors can occur if each individual contractor independently modifies the original proposal for submission. Please

provide a final, preferably electronic, version of the bid proposal forms for submittal so that all the contractors are bidding the same items and quantities.

Response 162: All changes to the pay items and quantities are included in the updated excel working file spreadsheet for the SCHEDULE OF PRICES. Both the Proposal Pages (A Pages) and the Contract Pages (D Pages) will be updated in a final addendum.

Inquiry 163: Addendum 3 listed 19 pages of plan sheet and specification revisions that the bidders are expected to “red-line” on their bid documents. This is a significant project with numerous interested vendors, both IBE and non-IBE, that need accurate and complete information to properly submit a proposal. Please make the revisions to the plan sets and specifications and issue the corrected sheets in a future addendum.

Response 163: Plan revisions, if required for clarity, will be issued as part of an Addendum.

Inquiry 164: Roadway plans for Ramp N stations 800+00 to 803+00 show mill and overlay. The cross sections for this area show rubblize and seat. Tabs do not list any milling for this area yet note on the cross section for ramp n station 803+00 states “end mill and overlay” please clarify.

***Response 164:** A quantity of 534 SY has been added to Sheet 68 of 280 in Package A, Part 1 for Item No. 0491-0012 “Milling of Bituminous Pavement Surface, 1 1/2” Depth, Milled Material Retained by Contractor” to account for the milling on Ramp N. The rubblize and seat reference has been removed from the cross sections where it does not apply; it should begin at Station 805+00.

Revise the following:

- On Sheet 68 of 280 in Package A, Part 1, on the line 800+00.00 to 803+00.00, add a quantity “534” for Item No. 0491-0012 “Milling of Bituminous Pavement Surface, 1 1/2” Depth, Milled Material Retained by Contractor”.
- On Sheet 314 of 426 in Package A, Part 7, add a note” STA 800+00.00 START MILL AND OVERLAY”.
- On Sheets 314 through 320 of 426 in Package A, Part 7, remove the hatching and label for Rubblize and Seat Concrete Pavement, Type 1 from all sections.
- On Sheet 321 of 426 in Package A, Part 7, remove the hatching and label for Rubblize and Seat Concrete Pavement, Type 1, from Section 804+50.

Inquiry 165: Roadway plans for Woodside road show mill and overlay from Station 22+50 to 30+00. Tabs have a milling quantity but no overlay quantity, is this paving quantity listed elsewhere or should one be added?

***Response 165:** A quantity of 1781 SY has been added to Sheet 74 of 280 in Package A, Part 1 for Item No. Item No. 0411-0482 “Superpave Asphalt Mixture Design, WMA Wearing Course, PG 64-22, 0.3 to <3 Million ESALS, 9.5 mm Mix, 1 1/2” Depth, SRL-H” to account for the overlay on the eastern portion of Woodside Road.

Revise the following:

On Sheet 74 of 280 in Package A, Part 1, on the line 22+50.00 to 30+00.00 CL, add a quantity "1781" for Item No. 0411-0482 "Superpave Asphalt Mixture Design, WMA Wearing Course, PG 64-22, 0.3 to <3 Million ESALS, 9.5 mm Mix, 1 ½" Depth, SRL-H".

Inquiry 166: There appears to be changes to the Bid Item excel file that were not part of Addendum No. 3 or any official Addendum. Are we to make these changes and will they be reflected in an upcoming Addendum? Please advise asap.

***Response 166:** Refer to the Response to Inquiry No. 147.

Inquiry 167: Bid Item Sequence Number 1017 lists a quantity of 2 Units for "Junction Box Frame and Cover". Sheet 721 of 1020 lists a quantity of 2 Units. Sheet 751 of 1020 lists a quantity of 3 Units. Please clarify.

***Response 167:** The correct bid quantity for Bid Item SEQ. NO. 1017 is 3 U. On Sheet 721 of 1020 in Package B – Part 4, the quantity for the Pay Item No. 701120M JUNCTION BOX FRAME AND COVER (Bid Item Sequence No. 1017) will be revised to 3.

Inquiry 168: Bid Item Sequence Number 1016 lists a quantity of 150 LF for "2" Rigid Metallic Conduit on Structure". Sheet 721 of 1020 lists a quantity of 370 LF. Sheet 751 of 1020 lists a quantity of 370 LF. Please clarify.

***Response 168:** The correct bid quantity for Bid Item SEQ. NO. 1016 is 370 LF. On Sheet 661 of 1020 in Package B – Part 4 and in the Proposal and Contract, the pay item no., description and quantity for the Bid Item SEQ. NO. 1016 to be replaced with the following.
Pay Item No. 701015P 2" RIGID METALLIC CONDUIT LF 370.

Inquiry 169: Bid Item Sequence Number 1001 lists a quantity of 42,700 LB for "Reinforcing Steel". Sheet 721 of 1020 lists a quantity of 51,600 LB. Sheet 727, 731 & 751 of 1020 list quantities totaling 51,600 LB. Please clarify.

***Response 169:** The correct bid quantity for Bid Item SEQ. NO. 1001 is 51,600 LB. On Sheet 661 of 1020 in Package B – Part 4 and in the Proposal and Contract, the quantity for the Pay Item No. 504003P REINFORCEMENT STEEL (sequence no. 1001) to be revised to 51,600 LB.

Inquiry 170: Bid Item Sequence Number 1002 lists a quantity of 127,000 LB for "Reinforcing Steel, Epoxy Coated". Sheet 721 of 1020 lists a quantity of 171,200 LB. Sheet 727, 731 & 751 of 1020 list quantities totaling 171,200 LB. Please clarify.

***Response 170:** The correct bid quantity for Bid Item SEQ. NO. 1002 is 171,200 LB. On Sheet 661 of 1020 in Package B – Part 4 and in the Proposal and Contract, the quantity for the Pay Item No. 504006P REINFORCEMENT STEEL, EPOXY-COATED (sequence no. 1002) to be revised to 171,200 LB.

END OF INQUIRIES

ADDENDUM NO. 4

I. CHANGES TO THE NOTICE TO CONTRACTOR

1. On Page 3, add the following bullet after the first bullet (the last bullet under “On the Pennsylvania side:”):
 - Quarry Road over I-95 Bridge – Cleaning and painting of the existing structural steel of the Quarry Road Bridge over I-95 using a three-coat system, including an organic zinc-rich primer. The work involves installation of containment systems, implementing health and safety plan, abrasive blasting/lead paint removal, waste disposal, soluble salt/chloride remediation, and application of the three-coat paint system.

II. CHANGES TO THE CONTRACT PROPOSAL

1. On Page A-3, add the following bullet after the fourth bullet (the last bullet under “On the Pennsylvania side:”)
 - Quarry Road over I-95 Bridge – Cleaning and painting of the existing structural steel of the Quarry Road Bridge over I-95 using a three-coat system, including an organic zinc-rich primer. The work involves installation of containment systems, implementing health and safety plan, abrasive blasting/lead paint removal, waste disposal, soluble salt/chloride remediation, and application of the three-coat paint system.
2. On Page A-8 Change the Quantity for Item No. 0203-0001 (Sequence Number 26) from “304,877” to “308,554”.
3. On Page A-8 Change the Quantity for Item No. 0204-0150 (Sequence Number 28) from “27,250” to “26,743”.
4. On Page A-8 Change the Quantity for Item No. 0212-0014 (Sequence Number 33) from “228,566” to “238,616”.
5. On Page A-8 Change the Quantity for Item No. 0311-0320 (Sequence Number 34) from “9,050” to “19,620”.
6. On Page A-8 Change the Quantity for Item No. 0311-0520 (Sequence Number 39) from “6,620” to “9,010”.
7. On Page A-9 Change the Quantity for Item No. 0350-0106 (Sequence Number 44) from “16,319” to “19,207”.
8. On Page A-9 Change the Quantity for Item No. 0350-0108 (Sequence Number 45) from “204,633” to “216,535”.
9. On Page A-9 Change the Quantity for Item No. 0411-0482 (Sequence Number 47) from “78,533” to “88,424”.
10. On Page A-9 Change the Quantity for Item No. 0411-0651 (Sequence Number 48) from “196,422” to “198,252”.

11. On Page A-9 Change the Quantity for Item No. 0411-6450 (Sequence Number 52) from “55,267” to “64,547”.
12. On Page A-10 Change the Quantity for Item No. 0411-6660 (Sequence Number 55) from “149,028” to “151,098”.
13. On Page A-10 Change the Quantity for Item No. 0460-0002 (Sequence Number 57) from “15,851” to “17,481”.
14. On Page A-10 Change the Quantity for Item No. 0461-0002 (Sequence Number 58) from “7,960” to “15,460”.
15. On Page A-10 Change the Quantity for Item No. 0491-0012 (Sequence Number 60) from “3,549” to “4,083”.
16. On Page A-10 Change the Quantity for Item No. 0491-0013 (Sequence Number 61) from “52,351” to “57,231”.
17. On Page A-12 Change the Quantity for Item No. 0601-7058 (Sequence Number 81) from “5,866” to “5,570”.
18. On Page A-13 Change the Quantity for Item No. 0605-2730 (Sequence Number 98) from “141” to “140”.
19. On Page A-13 Change the Quantity for Item No. 0605-2850 (Sequence Number 102) from “115” to “114”.
20. On Page A-27 Replace entries for the Unit, Quantity, Unit Price, and Item Price for the item with Sequence Number 357 as follows: Unit: DOLLAR; Quantity: DOLLAR; Unit Price: \$42,000.00; Item Price: \$42,000.00.
21. On Page A-27 Replace entries for the Unit, Quantity, Unit Price, and Item Price for the item with Sequence Number 358 as follows: Unit: DOLLAR; Quantity: DOLLAR; Unit Price: \$21,500.00; Item Price: \$21,500.00.
22. On Page A-29 Replace entries for the Unit, Quantity, Unit Price, and Item Price for the item with Sequence Number 382 as follows: Unit: DOLLAR; Quantity: DOLLAR; Unit Price: \$42,000.00; Item Price: \$42,000.00.
23. On Page A-29 Replace entries for the Unit, Quantity, Unit Price, and Item Price for the item with Sequence Number 383 as follows: Unit: DOLLAR; Quantity: DOLLAR; Unit Price: \$21,500.00; Item Price: \$21,500.00.
24. On Page A-30 Replace entries for the Unit, Quantity, Unit Price, and Item Price for the item with Sequence Number 405 as follows: Unit: DOLLAR; Quantity: DOLLAR; Unit Price: \$18,500.00; Item Price: \$18,500.00.
25. On Page A-30 Replace entries for the Unit, Quantity, Unit Price, and Item Price for the item with Sequence Number 406 as follows: Unit: DOLLAR; Quantity: DOLLAR; Unit Price: \$10,000.00; Item Price: \$10,000.00.
26. On Page A-31 Replace entries for the Unit, Quantity, Unit Price, and Item Price for the item with Sequence Number 420 as follows: Unit: DOLLAR; Quantity: DOLLAR; Unit Price: \$16,000.00; Item Price: \$16,000.00.
27. On Page A-31 Replace entries for the Unit, Quantity, Unit Price, and Item Price for the item with Sequence Number 421 as follows: Unit: DOLLAR; Quantity: DOLLAR; Unit Price: \$10,000.00; Item Price: \$10,000.00.
28. On Page A-35 Replace entries for the Unit, Quantity, Unit Price, and Item Price for the item with Sequence Number 493 as follows: Unit: DOLLAR; Quantity: DOLLAR; Unit Price: \$5,900.00; Item Price: \$5,900.00.

29. On Page A-35 Replace entries for the Unit, Quantity, Unit Price, and Item Price for the item with Sequence Number 494 as follows: Unit: DOLLAR; Quantity: DOLLAR; Unit Price: \$15,000.00; Item Price: \$15,000.00.
30. On Page A-45 revise entries for the item with Sequence Number 669 as follows: "Item No.: 5070-0150; Description: PAINTING OF EXISTING STRUCTURAL STEEL USING ORGANIC ZINC COATING SYSTEMS; Unit: LS; Quantity: 1".
31. On Page A-45 revise entries for the item with Sequence Number 670 as follows: "Item No.: 9073-0001; Description: DISPOSAL OF BRIDGE WASTE; Unit: LS; Quantity: 1".
32. On Page A-45 revise entries for the item with Sequence Number 671 as follows: "Item No.: 9075-0001; Description: CONTAINMENT; Unit: LS; Quantity: 1".
33. On Page A-45 revise entries for the item with Sequence Number 672 as follows: "Item No.: 9077-0001; Description: WORKER HEALTH AND SAFETY; Unit: LS; Quantity: 1".
34. On Page A-47 Change the Quantity for Item No. 202009P (Sequence Number 726) from "153,600" to "153,800".
35. On Page A-47 Change the Quantity for Item No. 202021P (Sequence Number 727) from "97,000" to "97,400".
36. On Page A-47 Change the Quantity for Item No. 203021P (Sequence Number 729) from "23,300" to "23,500".
37. On Page A-47 Change the Quantity for Item No. 203040M (Sequence Number 730) from "78,900" to "26,000".
38. On Page A-47 Change the Quantity for Item No. 203043P (Sequence Number 731) from "125,000" to "125,400".
39. On Page A-47 Change the Quantity for Item No. 302036P (Sequence Number 734) from "16,700" to "17,100".
40. On Page A-48 Change the Quantity for Item No. 401054M (Sequence Number 744) from "17,100" to "17,200".
41. On Page A-48 Change the Quantity for Item No. 401072M (Sequence Number 745) from "14,800" to "14,900".
42. On Page A-56 Change the Quantity for Item No. 551019M (Sequence Number 986) from "2,830" to "3,000".
43. On Page A-56 Change the Quantity for Item No. 504003P (Sequence Number 1001) from "42,700" to "51,600".
44. On Page A-56 Change the Quantity for Item No. 504006P (Sequence Number 1002) from "127,000" to "171,200".
45. On Page A-57 Change the Description for Pay Item No. 513003P (Sequence Number 1014) from "RETAINING WALL, LOCATION NO. 2" to "RETAINING WALL, LOCATION NO. 1".
46. On Page A-57 Replace entries for the Pay Item No., Description and Quantity for the item with Sequence Number 1016 as follows: Pay Item No.: 701015P; Description: 2" RIGID METALLIC CONDUIT; Unit: LF; Quantity: 370.

III. CHANGES TO THE CONTRACT

1. On Page D-6 Change the Quantity for Item No. 0203-0001 (Sequence Number 26) from “304,877” to “308,554”.
2. On Page D-6 Change the Quantity for Item No. 0204-0150 (Sequence Number 28) from “27,250” to “26,743”.
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14. On Page D-8 Change the Quantity for No. 0491-0012 (Sequence Number 61) from “3,549” to “4,083”.
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31. On Page D-43 Revise entries for the item with Sequence Number 671 as follows: "Item No.: 9075-0001; Description: CONTAINMENT; Unit: LS; Quantity: 1".
32. On Page D-43 revise entries for the item with Sequence Number 672 as follows: "Item No.: 9077-0001; Description: WORKER HEALTH AND SAFETY; Unit: LS; Quantity: 1".
33. On Page D-45 Change the Quantity for Item No. 202009P (Sequence Number 726) from "153,600" to "153,800".
34. On Page D-45 Change the Quantity for Item No. 202021P (Sequence Number 727) from "97,000" to "97,400".
35. On Page D-45 Change the Quantity for Item No. 203021P (Sequence Number 729) from "23,300" to "23,500".
36. On Page D-45 Change the Quantity for Item No. 203040M (Sequence Number 730) from "78,900" to "26,000".
37. On Page D-45 Change the Quantity for Item No. 203043P (Sequence Number 731) from "125,000" to "125,400".

38. On Page D-45 Change the Quantity for Item No. 302036P (Sequence Number 734) from “16,700” to “17,100”.
39. On Page D-46 Change the Quantity for Item No. 401054M (Sequence Number 744) from “17,100” to “17,200”.
40. On Page D-46 Change the Quantity for Item No. 401072M (Sequence Number 745) from “14,800” to “14,900”.
41. On Page D-54, Change the Quantity for Item No. 551019M (Sequence Number 986) from “2,830” to “3,000”.
42. On Page D-54, Change the Quantity for Item No. 504003P (Sequence Number 1001) from “42,700” to “51,600”.
43. On Page D-54, Change the Quantity for Item No. 504006P (Sequence Number 1002) from “127,000” to “171,200”.
44. On Page D-55, Change the Description for Pay Item No. 513003P (Sequence Number 1014) from “RETAINING WALL, LOCATION NO. 2” to “RETAINING WALL, LOCATION NO. 1”.
45. On Page D-55, revise entries for the Pay Item No., Description and Quantity for the item with Sequence Number 1016 as follows: Pay Item No.: 701015P; Description: 2” RIGID METALLIC CONDUIT; Unit: LF; Quantity: 370.
46. On Pages D-5 to and including D-62 insert the words: “SCHEDULE OF PRICES” at the top between the header and the table.

IV. CHANGES TO THE GENERAL PROVISIONS

1. On Page GP-16 Under Section 105.15 Add the following:

“ARCHAEOLOGICAL MONITORING OF CONSTRUCTION ACTIVITIES

Archaeological deposits associated with the historic Trenton Water Power Channel are anticipated to be found in the footprint of the caissons for new bridge Pier No. 6, for both the northbound and southbound main river bridges. The Commission has entered into a Programmatic Agreement with federal and state agencies to record any such features as may be exposed during the respective caisson excavation. The Programmatic Agreement requires the presence of archaeologists to monitor all excavations for Pier No. 6 to document any artifacts and/or findings associated with the Trenton Water Power Channel. The Commission will provide the professional archaeologists to conduct this work. Archaeological monitoring and documentation of archaeological resources during construction of the NJ Pedestrian/Bicycle Facility, within the boundary of the Delaware and Raritan (D&R) Canal Historic District, is required by the NJ Historic Sites Council and will be performed by the same professional archaeologists. The archaeological monitoring tasks are being performed under a separate contract with the Commission.

The archaeological monitoring protocol contains the following conditions and provisions, for which the successful Contractor will be responsible:

1. Contractor’s excavation activities associated with both work on Pier No. 6 for the Main River Bridge and the NJ Pedestrian/Bicycle Facility construction within the boundary of the D&R Canal Historic District (Construction from approximate Station BP 40+50 to BP 46+75), are to be performed while being monitored by an archaeological monitor;

2. The archaeological monitor may request the excavator to stop excavating on a periodic basis to examine the excavation or soils being removed from the excavation;
3. Most temporary work stoppages will last for a period of no more than 20 minutes;
4. If potentially significant archaeological features are found, the work stoppage may last up to four (4) hours to allow the archaeological monitors time to document the finding;
5. If significant archaeological features associated with the Trenton Water Power Canal and/or the D&R Canal features are found, work may be stopped for a period of up to four (4) work days;
6. The contractor will provide an OSHA-compliant environment for the archaeologists to enter the pier excavation and/or that any time during excavation;
7. The contractor will provide an OSHA-compliant means for the archaeologists to safely enter and exit the areas of excavation.

These conditions and provisions will apply to the excavation of both northbound and southbound Pier No. 6 caissons and the excavation activities associated with the construction of the NJ Pedestrian/Bicycle Facility within the boundary of the D&R Canal Historic District. They do not apply to any post-excavation construction activity.

Payment

No separate payment will be made for complying with the requirements of this section and is considered to be incidental to the performance of various construction activities in the project.”

V. CHANGES TO THE SECTION 100 SPECIAL PROVISIONS

1. On Page SP-2, add the following bullet after the eleventh bullet (the last bullet under “On the Pennsylvania side.”):
 - Quarry Road over I-95 Bridge – Cleaning and painting of the existing structural steel of the Quarry Road over I-95 Bridge using a three-coat system, including an organic zinc-rich primer. The work involves installation of containment systems, implementing health and safety plan, abrasive blasting/paint removal, waste disposal, soluble salt/chloride remediation, and application of the three-coat paint system.
2. On Page SP-15 under “STAGING AREA”: Insert the following as a new paragraph in between the existing 3rd and 4th paragraphs: “No Contractor staging nor contractor employee parking is permitted at either the Park and Ride Lot located at the corner of Taylorsville Road and Woodside Road or the PA Welcome Center located along I-95 Southbound just south of the Taylorsville Road Interchange.” Also insert as a new paragraph at the bottom of this section the following additional paragraph: “If the Yardley Boat Launch Access Site which is located on River Road approximately ½ mile south of the Scudder Falls Bridge is envisioned to be used by the Contractor for other than launching a boat the Contractor will need to submit a Property Use Request to the Pennsylvania Fish and Boat Commission to seek their prior approval. The timing in obtaining this approval is a minimum of 8 weeks.”
3. On Page SP-35 under “Permits and Authorizations” which is under “PROTECTION OF ENVIRONMENT” do the following”.

- Insert as additional bulleted items “DRBC Approval Docket No. D-2011-018 CP-1” and “NJDEP Green Acres Program Parkland Diversion (SHC #2008-004)” under the sub section of “The Commission is in receipt of the following permits and authorizations:”.
 - Make the sub section “New Jersey Register of Historic Places Act Project Authorization” a bulleted item under the sub section of “The Commission is in the process of obtaining the following permits and authorization and anticipates receipt prior to Notice of Award:”.
 - Insert as an additional bulleted item “USACE Section 404/10 Permit – PA & NJ Jurisdiction” under the sub section of “The Commission is in the process of obtaining the following permits and authorization and anticipates receipt prior to Notice of Award:”.
 - Add as a new sub section at the end of this section the following: “Note that both the USACE Section 404/10 Permit and PADEP/USACE – Joint Permit (DRJTBC jurisdiction) applications were submitted to the respective agencies with the worst-case scenario depicted for impacts to wetlands and waters (i.e., construction of the concrete bridge alternative which necessitates a larger footprint for the temporary trestle causeway). Should the Contractor select the steel bridge alternative and/or use of the traveling gantry, Permit Modification requests will need to be submitted to the agencies. These applications will be prepared by the DRJTBC’s consultant and will take approximately 3 months for agency review and approval.”
4. On Page SP-36, under the title Protected Fish Resources: A. Change the last sentence in the subscript under the table from “The monitoring program will be conducted from March 1 to July 15, 2017.” to “The monitoring program will be conducted during the March 1 to July 15 time frame each year.” And B. Add the following two (2) bullets after the second paragraph:
- Where feasible, vibrate temporary trestle foundations and cofferdam sheeting in place. Prior to heavy pile installation, tap each pile with a hammer to encourage nearby fish to move out of the area.
 - Prior to constructing cofferdams or temporary trestles, turbidity barriers are to be installed to contain siltation. The turbidity barriers are to be maintained until the temporary trestle or cofferdams are in place, at which time, the turbidity barrier can be removed.
5. On Page SP-36, add following at the end of “PROTECTION OF ENVIRONMENT” section:

“Payment

No separate payment will be made for complying with the requirements of this section and is considered to be incidental to the performance of various construction activities in the project.”

6. On Page SP-39: Add the following sentence to become the 3rd sentence in the 3rd paragraph which paragraph begins with “Health and Safety Supervisory Personnel” “Failure on any day to meet these requirements may cause the Engineer to prohibit the Contractor from working that day, in which case the contract time will not be extended.”.

VI. CHANGES TO THE SPECIAL PROVISIONS – PACKAGE A

1. On Page SP A-2, add the following bullet after the twelfth bullet (the last bullet under “On the Pennsylvania side.”):
 - Quarry Road over I-95 Bridge – Cleaning and painting of the existing structural steel of the Quarry Road over I-95 Bridge using a three-coat system, including an organic zinc-rich primer. The work involves installation of containment systems, implementing health and safety plan, abrasive blasting/paint removal, waste disposal, soluble salt/chloride remediation, and application of the three-coat paint system.
2. On Page SP A-15, at the end of ITEM 4960-0231, insert the Special Provisions (Attachment 1) for “ITEM 5070-0150 – PAINTING OF EXISTING STRUCTURAL STEEL USING ORGANIC ZINC COATING SYSTEMS”.
3. On Page SP A-199, before ITEM 9023-0001, insert the special provisions (Attachment 1) for the following items: “ITEM 9073-0001 - DISPOSAL OF BRIDGE WASTE”, “ITEM 9075-0001 - CONTAINMENT” and “ITEM 9077-0001 - WORKER HEALTH AND SAFETY”
4. On page SP A-237 of the Special Provisions – Package A, delete the fifth paragraph in its entirety and replace the first paragraph by the following:

“The limit of the barrier along the Bicycle/Pedestrian path that receive the architectural surface treatment shown on the plans is from where the NJ Bicycle/Pedestrian Bridge meets the Main River Bridge to the beginning of Retaining Wall PA-BP. A penetrating color stain is to be applied only to the portion of the barrier with the textured pattern. The color of the penetrating stain is to conform to the Federal Standard Color Number 36463 and have flecking and veining that are apparent in real stone.”
5. On Page SP A-151 of the Special Provisions, Package A, replace the first sentence of the first paragraph of subsection (a) of the Measurement and Payment section by the following: “Earth drilling is to be paid at a unit price of \$100.00 per Linear Foot and obstruction drilling is to be paid at a unit price \$500.00 per Linear Foot.”

VII. CHANGES TO THE SPECIAL PROVISIONS – PACKAGE B

No changes in this Addendum

VIII. CHANGES TO THE SPECIAL PROVISIONS – PACKAGE C

No changes in this Addendum

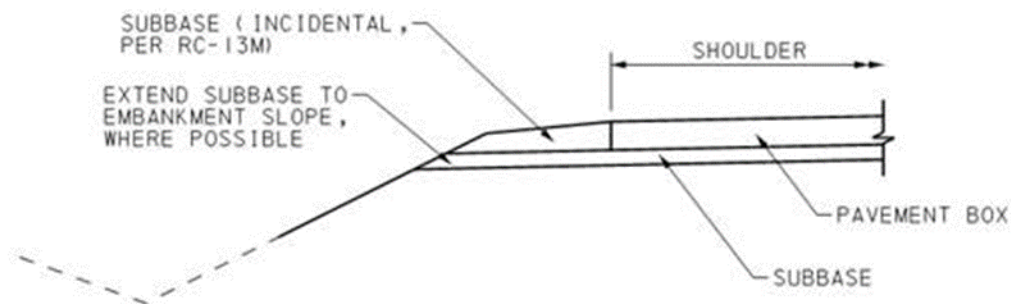
IX. CHANGES TO THE PLANS – GENERAL PLANS

No changes in this Addendum

X. CHANGES TO THE PLANS – PACKAGE A

PART 1:

1. On Sheet 10 of 280 in Package A, Part 1, add the following to the General Notes: AT LOCATIONS WHERE THE WORK IS LIMITED TO MILLING 2" OF THE EXISTING PAVEMENT AND PLACING A 2" WEARING COURSE, THE MILLING AND SUBSEQUENT WEARING COURSE PLACEMENT IS TO BE DONE IN COORDINATION WITH THE FINAL SURFACE PAVEMENT PLACEMENT NOTED ABOVE.
2. On sheet 10 of 280 in Package A, Part 1, change the total for Class 4 Earthwork from "26784" to "26743".
3. On sheet 52 of 280 in Package A, Part 1, delete the "Embankment, 8" Depth" from the Infiltration Basin Berm Protection Detail.
4. On sheet 52 of 280 in Package A, Part 1, add an anchor trench to each end of the impervious liner in the Infiltration Basin Berm Protection Detail and label it "Minimum 18" x 18" liner anchor trench".
5. On Sheet 52 of 280 in Package A, Part 1, add the following detail:



TYPICAL SUBBASE TREATMENT
NOT TO SCALE

NOTES

1. PAVEMENT BOX AND SUBBASE COMPOSITION AS SHOWN ON THE TYPICAL SECTIONS.
2. IF PAVEMENT BASE DRAIN IS INSTALLED AT EDGE OF SHOULDER, DO NOT EXTEND SUBBASE TO EMBANKMENT SLOPE AND FILL BETWEEN THE PAVEMENT BOX OR SUBBASE AND EMBANKMENT SLOPE WITH EMBANKMENT MATERIAL.

6. On Sheet 54 of 280 in Package A, Part 1, “Culvert Typical Section” detail will remove the callout for 6’-0” DIA Steel sleeve and replace with 7’-0” DIA Steel Sleeve.
7. On Sheet 54 of 280 in Package A, Part 1, notes will be added to the “Culvert Typical Section” detail to reflect 1’W x 8”H HDPE baffles with 8’ spacing.
8. On Sheet 54 of 280 in Package A, Part 1, note 1 will be revised to read “Contractor to install steel pipe using trenchless excavation, except for outside the footprint of the existing roadway in the widened section of roadway.”
9. On Sheet 55 of 280 in Package A, Part 1, replace the Note 6 as the following:
“6. THE CONCRETE BEAM REPAIRS FOR WOODSIDE ROAD BRIDGE DECK, IF ANY, SHALL BE AS PER BC-783M AND PAID UNDER THE GENERAL PAY ITEMS 9040-0001 CONCRETE BRIDGE REPAIR, TYPE 1 OR 9040-0002 CONCRETE BRIDGE REPAIR, TYPE 2.”
10. On Sheet 56 of 280 in Package A, Part 1, change the following quantities:
 - a. Item No. 0203-0001 (Sequence Number 26) from “304877” to “308554”.
 - b. Item No. 0204-0150 (Sequence Number 28) from “27250” to “26743”.
 - c. Item No. 0212-0014 (Sequence Number 33) from “228566” to “238616”.
 - d. Item No. 0311-0320 (Sequence Number 34) from “9050” to “19620”.
 - e. Item No. 0311-0520 (Sequence Number 39) from “6620” to “9010”.
 - f. Item No. 0350-0106 (Sequence Number 44) from “16319” to “19207”.
 - g. Item No. 0350-0108 (Sequence Number 45) from “204633” to “216535”.
 - h. Item No. 0411-0482 (Sequence Number 47) from “78533” to “88424”.
 - i. Item No. 0411-0651 (Sequence Number 48) from “196422” to “198252”.
 - j. Item No. 0411-6450 (Sequence Number 52) from “55267” to “64547”.
 - k. Item No. 0411-6660 (Sequence Number 55) from “149028” to “151098”.
 - l. Item No. 0460-0002 (Sequence Number 57) from “15851” to “17481”.
 - m. Item No. 0461-0002 (Sequence Number 58) from “7960” to “15460”.
 - n. Item No. 0491-0012 (Sequence Number 60) from “3549” to “4083”.
 - o. Item No. 0491-0013 (Sequence Number 61) from “52351” to “57231”.
 - p. Item No. 0601-7058 (Sequence Number 81) from “5866” to “5570”.
 - q. Item No. 0605-2730 (Sequence Number 98) from “141” to “140”.
 - r. Item No. 0605-2850 (Sequence Number 102) from “115” to “114”.
11. On Sheet 59 of 280 in Package A, Part 1, change the following units and quantities:
 - s. Item No. 9005-0600 (Sequence Number 357) change the unit from “LF” to “DOLLAR” and change the quantity from “420” to “42000”.
 - t. Item No. 9005-0610 (Sequence Number 358) change the unit from “LF” to “DOLLAR” and change the quantity from “43” to “21500”.
 - u. Item No. 9005-0600 (Sequence Number 382) change the unit from “LF” to “DOLLAR” and change the quantity from “420” to “42000”.
 - v. Item No. 9005-0610 (Sequence Number 383) change the unit from “LF” to “DOLLAR” and change the quantity from “43” to “21500”.
12. On Sheet 60 of 280 in Package A, Part 1, change the following units and quantities:
 - w. Item No. 9005-0601 (Sequence Number 405) change the unit from “LF” to “DOLLAR” and change the quantity from “185” to “18500”.
 - x. Item No. 9005-0611 (Sequence Number 406) change the unit from “LF” to “DOLLAR” and change the quantity from “20” to “10000”.

- y. Item No. 9005-0602 (Sequence Number 420) change the unit from “LF” to “DOLLAR” and change the quantity from “160” to “16000”.
- z. Item No. 9005-0612 (Sequence Number 421) change the unit from “LF” to “DOLLAR” and change the quantity from “20” to “10000”.
- 13. On Sheet 61 of 280 in Package A, Part 1, change the following units and quantities:
 - a. Item No. 9005-0604 (Sequence Number 493) change the unit from “LF” to “DOLLAR” and change the quantity from “59” to “5900”.
 - b. Item No. 9005-0614 (Sequence Number 494) change the unit from “LF” to “DOLLAR” and change the quantity from “30” to “15000”.
- 14. On Sheet 62 of 280 in Package A, Part 1, revise entries for the item with Sequence Number 669 as follows: “Item No.: 5070-0150; Description: PAINTING OF EXISTING STRUCTURAL STEEL USING ORGANIC ZINC COATING SYSTEMS; Unit: LS; Quantity: 1”.
- 15. On Sheet 62 of 280 in Package A, Part 1, revise entries for the item with Sequence Number 670 as follows: “Item No.: 9073-0001; Description: DISPOSAL OF BRIDGE WASTE; Unit: LS; Quantity: 1”.
- 16. On Sheet 62 of 280 in Package A, Part 1, revise entries for the item with Sequence Number 671 as follows: “Item No.: 9075-0001; Description: CONTAINMENT; Unit: LS; Quantity: 1”.
- 17. On Sheet 62 of 280 in Package A, Part 1, revise entries for the item with Sequence Number 672 as follows: “Item No.: 9077-0001; Description: WORKER HEALTH AND SAFETY; Unit: LS; Quantity: 1”.
- 18. On Sheet 68 of 280 in Package A, Part 1, on the line 800+00.00 to 803+00.00, add a quantity “534” for Item No. 0491-0012 “MILLING OF BITUMINOUS PAVEMENT SURFACE, 1 1/2" DEPTH, MILLED MATERIAL RETAINED BY CONTRACTOR”.
- 19. On Sheet 74 of 280 in Package A, Part 1, on the line 22+50.00 to 30+00.00 CL, add a quantity “1781” for Item No. 0411-0482 “SUPERPAVE ASPHALT MIXTURE DESIGN, WMA WEARING COURSE, PG 64-22, 0.3 TO <3 MILLION ESALS, 9.5 MM MIX, 1 1/2" DEPTH, SRL-H”.
- 20. On Sheet 74 of 280 in Package A, Part 1, delete the quantity "2888" for Item No. 0350-0108 on the line Station 15+14.10 to 22+50.00 CL.
- 21. On Sheet 74 of 280 in Package A, Part 1, add a quantity "2888" for Item No. 0350-0106 on the line Station 15+14.10 to 22+50.00 CL.
- 22. On Sheet 74 of 280 in Package A, Part 1, change the total for Item No. 0350-0106 from “16319” to “19207”.
- 23. On Sheet 74 of 280 in Package A, Part 1, change the total for Item No. 0350-0108 from “188103” to “185215”
- 24. On Sheet 74 of 280 in Package A, Part 1, change the total for Item No 0411-0482 from “70033” to “71814”.
- 25. On Sheet 74 of 280 in Package A, Part 1, change the total for Item No 0491-0012 from “3549” to “4083”.
- 26. On Sheet 94 of 280 in Package A, Part 1, delete the lower line for Station 159+98.00 to 157+02.00 RT.

27. On Sheet 95 of 280 in Package A, Part 1, delete the lower line for Station 159+98.00 to 157+02.00 RT.
28. On Sheet 96 of 280 in Package A, Part 1, delete the lower line for Station 159+98.00 to 157+02.00 RT.
29. On Sheet 124 of 280 in Package A, Part 1, change the total for Item No. 0204-0150 from “27218” to “26711”.
30. On Sheet 124 of 280 in Package A, Part 1, change the total for Item No. 0601-7058 from “5866” to “5570”.
31. On Sheet 125 of 280 in Package A, Part 1, change the total for Item No. 0605-2730 from “141” to “140”.
32. On Sheet 125 of 280 in Package A, Part 1, change the total for Item No. 0605-2850 from “115” to “114”.

PART 2:

33. On Sheet 1 of 173 in Package A, Part 2, delete General Note 39.
34. On Sheet 2 of 173 in Package A, Part 2, add General Note 65 which reads:
TRANSITION TEMPORARY PAVEMENT TO EXISTING PAVEMENT IN
ACCORDANCE WITH THE “TEMPORARY PAVEMENT INTERFACE WITH
EXISTING PAVEMENT” DETAIL ON TRAFFIC CONTROL PLAN DETAILS -
3. THE CONTRACTOR IS TO MILL THE EXISTING PAVEMENT UP TO
2”. MILLING IS TO BE PAID UTILIZING THE ITEM 0491-0013, MILLING OF
BITUMINOUS PAVEMENT SURFACE, 2” DEPTH, MILLED MATERIAL
RETAINED BY CONTRACTOR.
35. On Sheet 4 of 173 in Package A, Part 2, add “CONSTRUCTION ENTRANCE DETAIL
(NJ) NOTE: 1. “CONSTRUCTION ENTRANCE DETAIL (NJ) IS TO ONLY BE
USED IN NJ AND IS NOT APPROVED FOR USE IN PA.” below the Construction
Entrance Detail (NJ) detail.
36. On Sheet 4 of 173 in Package A, Part 2, revise the note heading, “CONSTRUCTION
EXIT DETAIL NOTES:” to “CONSTRUCTION ENTRANCE (PA) DETAIL &
CONSTRUCTION EXIT (PA & NJ) DETAIL NOTES:”.
37. Replace Sheet 5 of 173 in Package A, Part 2 with the attached Sheet 5 of 173.
38. Replace Sheet 6 of 173 in Package A, Part 2 with the attached Sheet 6 of 173.
39. On Sheet 7 of 173 in Package A, Part 2, change the following quantities:
 - a. Item No. 0203-0001,
 - i. Stage 1A-1 from “1990” to “2384”.
 - ii. Stage 1A-2 from “7030” to “8366”.
 - iii. Stage 1A-3 from “927” to “1352”.
 - iv. Stage 2A-1 from “4468” to “5691”.
 - v. Stage 2A-2 from “1073” to “1324”.
 - vi. Stage 2B-2 from “0” to “32”.
 - vii. If and Where from “1197” to “1213”.

- viii. Totals from “16685” to “20362”.
- b. Item No. 0212-0014,
 - i. Stage 1A-1 from “2366” to “3455”.
 - ii. Stage 1A-2 from “9022” to “12682”.
 - iii. Stage 1A-3 from “600” to “1776”.
 - iv. Stage 2A-1 from “4376” to “7522”.
 - v. Stage 2A-2 from “2142” to “2835”.
 - vi. Stage 2B-2 from “0” to “88”.
 - vii. If and Where from “404” to “602”.
 - viii. Totals from “18910” to “28960”.
- c. Item No. 0311-0320,
 - i. Stage 1A-1 from “1723” to “3138”.
 - ii. Stage 1A-2 from “2777” to “7208”.
 - iii. Stage 1A-3 from “550” to “2078”.
 - iv. Stage 2A-1 from “2727” to “4803”.
 - v. Stage 2A-2 from “1171” to “2071”.
 - vi. Stage 2B-2 from “0” to “114”.
 - vii. If and Where from “102” to “208”.
 - viii. Totals from “9050” to “19620”.
- d. Item No. 0311-0520,
 - i. Stage 1A-2 from “5107” to “5431”.
 - ii. Stage 2A-1 from “1036” to “3047”.
 - iii. If and Where from “101” to “156”.
 - iv. Totals from “6620” to “9010”.
- e. Item No. 0350-0108,
 - i. Stage 1A-1 from “2156” to “3769”.
 - ii. Stage 1A-2 from “8189” to “13609”.
 - iii. Stage 1A-3 from “575” to “2316”.
 - iv. Stage 2A-1 from “3938” to “8597”.
 - v. Stage 2A-2 from “1270” to “2296”.
 - vi. Stage 2B-2 from “0” to “129”.
 - vii. If and Where from “402” to “604”.
 - viii. Totals from “16530” to “31320”.
- f. Item No. 0411-0482
 - i. Stage 1A-1 from “1654” to “2743”.
 - ii. Stage 1A-2 from “2618” to “6028”.
 - iii. Stage 1A-3 from “500” to “1676”.
 - iv. Stage 2A-1 from “2566” to “4164”.
 - v. Stage 2A-2 from “1055” to “1748”.
 - vi. Stage 2B-2 from “0” to “88”.
 - vii. If and Where from “107” to “163”.
 - viii. Totals from “8500” to “16610”.
- g. Item No. 0411-0651
 - i. Stage 1A-2 from “4831” to “5063”.
 - ii. Stage 2A-1 from “959” to “2507”.
 - iii. If and Where from “558” to “590”.

- iv. Totals from “31700” to “33530”.
- h. Item No. 0411-6450
 - i. Stage 1A-1 from “1687” to “2929”.
 - ii. Stage 1A-2 from “2679” to “6566”.
 - iii. Stage 1A-3 from “525” to “1865”.
 - iv. Stage 2A-1 from “2627” to “4448”.
 - v. Stage 2A-2 from “1099” to “1889”.
 - vi. Stage 2B-2 from “0” to “100”.
 - vii. If and Where from “103” to “203”.
 - viii. Totals from “8720” to “18000”.
- i. Item No. 0411-6660
 - i. Stage 1A-2 from “4930” to “5215”.
 - ii. Stage 2A-1 from “989” to “2753”.
 - iii. If and Where from “108” to “129”.
 - iv. Totals from “6370” to “8440”.
- j. Item No. 0460-0002
 - i. Stage 1A-1 from “302” to “476”.
 - ii. Stage 1A-2 from “1147” to “1732”.
 - iii. Stage 1A-3 from “81” to “269”.
 - iv. Stage 2A-1 from “552” to “1054”.
 - v. Stage 2A-2 from “178” to “289”.
 - vi. Stage 2B-2 from “0” to “14”.
 - vii. If and Where from “220” to “276”.
 - viii. Totals from “2480” to “4110”.
- k. Item No. 0461-0002
 - i. Stage 1A-1 from “1050” to “1857”.
 - ii. Stage 1A-2 from “3942” to “6652”.
 - iii. Stage 1A-3 from “275” to “1146”.
 - iv. Stage 2A-1 from “1882” to “4212”.
 - v. Stage 2A-2 from “586” to “1099”.
 - vi. Stage 2B-2 from “0” to “65”.
 - vii. If and Where from “225” to “429”.
 - viii. Totals from “7960” to “15460”.
- l. Item No. 0491-0013
 - i. If and Where from “450” to “5330”.
 - ii. Totals from “25500” to “30380”.
- 40. Replace Sheets 18 through 21 of 173 in Package A, Part 2 with the attached Sheets 18 through 21 of 173.
- 41. Replace Sheets 24 through 28 of 173 in Package A, Part 2 with the attached Sheets 24 through 28 of 173.
- 42. Replace Sheets 32 through 33 of 173 in Package A, Part 2 with the attached Sheets 32 through 33 of 173.
- 43. Replace Sheet 37 of 173 in Package A, Part 2 with the attached Sheet 37 of 173.
- 44. Replace Sheet 47 of 173 in Package A, Part 2 with the attached Sheet 47 of 173.

45. On Sheets 54, 58, 71, 75, 82, 90 and 94 of 173 in Package A, Part 2, for the Full Depth Pavement Design Composition, revise all call-outs to “WMA” from “HMA”.
46. On Sheets 55, 56, 59, 60, 62, and 63 of 173 in Package A, Part 2, delete the “AND CROSS SLOPES” from the call-out “SAW CUT AT LEFT LANE STRIPE MEET EXISTING I-95 NB SURFACE AND CROSS SLOPES”.
47. Replace Sheet 61 of 173 in Package A, Part 2 with the attached Sheet 61 of 173.
48. Replace Sheet 87 of 173 in Package A, Part 2 with the attached Sheet 87 of 173.
49. On Sheet 102 of 173 in Package A, Part 2, extend the “SEE NOTE 3” dimension line to terminate at the N. River Road intersection.
50. On Sheet 102 of 173 in Package A, Part 2, replace Note 3 in its entirety with the following:

DURING ALLOWABLE HOURS, THE CONTRACTOR IS TO FLAG CONTROL WOODSIDE ROAD TO COVER ADDITIONAL WORK AREA WITHIN THE EASTBOUND LANE (INCLUDING INSTALLING THE CONCRETE OVERLAY ON THE EASTBOUND SIDE AS DETAILED ON SHEET 55 of 280 IN PACKAGE A, PART 1).
51. On Sheet 103 of 173 in Package A, Part 2, extend the “SEE NOTE 3” dimension line to terminate at the N. River Road intersection.
52. On Sheet 103 of 173 in Package A, Part 2, replace Note 3 in its entirety with the following:

DURING ALLOWABLE HOURS, THE CONTRACTOR IS TO FLAG CONTROL WOODSIDE ROAD TO COVER ADDITIONAL WORK AREA WITHIN THE WESTBOUND LANE (INCLUDING INSTALLING THE CONCRETE OVERLAY ON THE WESTBOUND SIDE AS DETAILED ON SHEET 55 of 280 IN PACKAGE A, PART 1).
53. Replace Sheets 110 through 111 of 173 in Package A, Part 2 with the attached Sheets 110 through 111 of 173.
54. Replace Sheets 114 through 119 of 173 in Package A, Part 2 with the attached Sheets 114 through 119 of 173.
55. Replace Sheets 122 through 127 of 173 in Package A, Part 2 with the attached Sheets 122 through 127 of 173.
56. Replace Sheet 131 of 173 in Package A, Part 2 with the attached Sheet 131 of 173.
57. Replace Sheets 134 through 136 of 173 in Package A, Part 2 with the attached Sheets 134 through 136 of 173.
58. Replace Sheet 139 of 173 in Package A, Part 2 with the attached Sheet 139 of 173.
59. Replace Sheets 142 through 144 of 173 in Package A, Part 2 with the attached Sheets 142 through 144 of 173.
60. Replace Sheet 147 of 173 in Package A, Part 2 with the attached Sheet 147 of 173.
61. Replace Sheets 150 through 152 of 173 in Package A, Part 2 with the attached Sheets 150 through 152 of 173.
62. Replace Sheet 155 of 173 in Package A, Part 2 with the attached Sheet 155 of 173.

63. Replace Sheets 158 through 159 of 173 in Package A, Part 2 with the attached Sheets 158 through 159 of 173.
64. Replace Sheet 164 of 173 in Package A, Part 2 with the attached Sheet 164 of 173.
65. Replace Sheets 166 through 167 of 173 in Package A, Part 2 with the attached Sheets 166 through 167 of 173.

PART 4:

66. On Sheet 1 of 1 in Package A, Part 4, KEY PLAN TO PA STRUCTURES in Package A – Part 4, the structure number for the Retaining Wall PA-C1 will be revised to S-36649.
67. On Sheets 13 and 14 of 336 in Package A, Part 4, for Pay Item Number 9005-0007 revise the item description to read: “DYNAMIC PILE LOAD MONITORING, S-36220”.
68. On Sheets 13 and 14 of 336 in Package A, Part 4, change the APPR SLAB 1 quantity for the component item 3” CONDUIT IN STRUCTURE for the Pay Item No. 8120-0001 and 8030-0001 respectively from 55 LF to 83 LF.
69. On Sheets 13 and 14 of 336 in Package A, Part 4, change the SUPERSTRUCTURE quantity for the component item 3” CONDUIT IN STRUCTURE for the Pay Item No. 8120-0001 and 8030-0001 respectively from 3668 LF to 5272 LF.
70. On Sheets 13 and 14 of 336 in Package A, Part 4, change the TOTAL quantity for the component item 3” CONDUIT IN STRUCTURE for the Pay Item No. 8120-0001 and 8030-0001 respectively from 3778 LF to 5410 LF.
71. On Sheet 13 of 336 in Package A, Part 4, Replace entries for the UNIT, ABUT 1, ABUT 2, and TOTAL for the item with Item No. 9005-0600 as follows: UNIT: DOLLAR; ABUT 1: ---; ABUT 2: ---; TOTAL: 42000.
72. On Sheet 13 of 336 in Package A, Part 4, Replace entries for the UNIT, ABUT 1, ABUT 2, and TOTAL for the item with Item No. 9005-0610 as follows: UNIT: DOLLAR; ABUT 1: ---; ABUT 2: ---; TOTAL: 21500.
73. On Sheet 14 of 336 in Package A, Part 4, Replace entries for the UNIT, ABUT 1, ABUT 2, and TOTAL for the item with Item No. 9005-0600 as follows: UNIT: DOLLAR; ABUT 1: ---; ABUT 2: ---; TOTAL: 42000.
74. On Sheet 14 of 336 in Package A, Part 4, Replace entries for the UNIT, ABUT 1, ABUT 2, and TOTAL for the item with Item No. 9005-0610 as follows: UNIT: DOLLAR; ABUT 1: ---; ABUT 2: ---; TOTAL: 21500.

PART 5:

Taylorville Rd. Bridge, S-36222

75. On Sheet 5 of 62 in Package A, Part 5, in APPROXIMATE QUANTITIES table, change the APPROACH SLAB 2 quantity for the component item CLASS AA CEMENT CONCRETE for the Pay Item No. 8120-0002 from 53 CY to 79 CY.
76. On Sheet 5 of 62 in Package A, Part 5, in APPROXIMATE QUANTITIES table, change the TOTAL quantity for the component item CLASS AA CEMENT CONCRETE for the Pay Item No. 8120-0002 from 177 CY to 203 CY.
77. On Sheet 5 of 62 in Package A, Part 5, in APPROXIMATE QUANTITIES table, change the APPROACH SLAB 1 quantity for the component item 2" CONDUIT IN STRUCTURE for the Pay Item No. 8120-0002 from 108 LF to 162 LF.
78. On Sheet 5 of 62 in Package A, Part 5, in APPROXIMATE QUANTITIES table, change the APPROACH SLAB 2 quantity for the component item 2" CONDUIT IN STRUCTURE for the Pay Item No. 8120-0002 from 124 LF to 259 LF.
79. On Sheet 5 of 62 in Package A, Part 5, in APPROXIMATE QUANTITIES table, change the SUPERSTRUCTURE quantity for the component item 2" CONDUIT IN STRUCTURE for the Pay Item No. 8120-0002 from 428 LF to 642 LF.
80. On Sheet 5 of 62 in Package A, Part 5, in APPROXIMATE QUANTITIES table, change the TOTAL quantity for the component item 2" CONDUIT IN STRUCTURE for the Pay Item No. 8120-0002 from 660 LF to 1063 LF.
81. On Sheet 5 of 62 in Package A, Part 5, Replace entries for the UNIT, ABUT 1, ABUT 2, and TOTAL for the item with Item No. 9005-0602 as follows: UNIT: DOLLAR; ABUT 1: ---; ABUT 2: ---; TOTAL: 16000.
82. On Sheet 5 of 62 in Package A, Part 5, Replace entries for the UNIT, ABUT 1, ABUT 2, and TOTAL for the item with Item No. 9005-0612 as follows: UNIT: DOLLAR; ABUT 1: ---; ABUT 2: ---; TOTAL: 10000.
83. Replace Sheet 7 of 62 in Package A, Part 5 with the attached Sheet 7 of 62.
84. Replace Sheet 8 of 62 in Package A, Part 5 with the attached Sheet 8 of 62.
85. Replace Sheet 9 of 62 in Package A, Part 5 with the attached Sheet 9 of 62.
86. Replace Sheet 10 of 62 in Package A, Part 5 with the attached Sheet 10 of 62.
87. Replace Sheet 47 of 62 in Package A, Part 5 with the attached Sheet 47 of 62.
88. Replace Sheet 48 of 62 in Package A, Part 5 with the attached Sheet 48 of 62.

PA Canal Bridge, S-36221

89. On Sheet 4 of 62 in Package A, Part 5, Replace entries for the UNIT, ABUT 1, ABUT 2, and TOTAL for the item with Item No. 9005-0601 as follows: UNIT: DOLLAR; ABUT 1: ---; ABUT 2: ---; TOTAL: 18500.
90. On Sheet 4 of 62 in Package A, Part 5, Replace entries for the UNIT, ABUT 1, ABUT 2, and TOTAL for the item with Item No. 9005-0611 as follows: UNIT: DOLLAR; ABUT 1: ---; ABUT 2: ---; TOTAL: 10000.

Sound Barrier PA-I2, S-36653

91. On Sheet R2-32 in Package A, Part 5, add the following note:

3. THE FLORIDA ASHLAR STONE ARCHITECTURAL SURFACE TREATMENT TO THE BACK OF THE TRAFFIC BARRIER THAT SUPPORTS SOUND BARRIER PA-I2 SHALL BE PROVIDED UP TO BEGINNING OF THE RETAINING WALL PA-BP. SEE MAIN RIVER BRIDGE PLANS, SHEET 150 OF 336, FOR DETAILS. THE DISTANCE BETWEEN MOMENT SLAB EXPANSION JOINTS AND THE EDGE OF THE ARCHITECTURAL SURFACE PANEL SHALL BE 6". THE DISTANCE BETWEEN THE TOP OF THE TRAFFIC BARRIER AND THE EDGE OF THE ARCHITECTURAL SURFACE PANEL SHALL BE 6". THE ARCHITECTURAL SURFACE TREATMENT SHALL NOT BE APPLIED TO THE BACK OF THE MOMENT SLAB AT MSE WALL PA-C1. SEE SPECIFICATIONS FOR DETAILS.

PA Bicycle and Pedestrian Path, S-36219

92. On Sheet No. 4 of 36 in Package A, Part 5, Note #4 below the Approximate Quantities table is revised to:

- (4) INCLUDES CONCRETE IN ABUTMENT BACKWALLS, CHEEKWALLS, COPINGS, PIER CAPS, ABUTMENTS BELOW BRIDGE SEAT, WINGWALLS, FOOTINGS, AND THE CONCRETE POSTS AND CURBS (ON THE CLASS AAA CEMENT CONCRETE DECK SLAB).

93. On Sheet No. 4 of 36 in Package A, Part 5, Notes 8 and 9 below the Approximate Quantities table are revised to:

- (8) PAYMENT FOR "REINFORCED CONCRETE GRADE SLAB" INCLUDES THE REINFORCEMENT BARS, GALVANIZED FOR THE CONCRETE GRADE SLAB, AND THE CONCRETE CURB AND CONCRETE POSTS ON THE REINFORCED CONCRETE GRADE SLAB.

- (9) PAYMENT FOR "REINFORCED CONCRETE GRADE SLAB" INCLUDES THE CONCRETE FOR THE CONCRETE GRADE SLAB, AND THE CONC CURB AND CONC POSTS ON THE REINFORCED CONCRETE GRADE SLAB.

94. On Sheet 6 of 36 in Package A, Part 5, the Pile Nos. 4 and 5 at Abutment 1 on the Abutment Pile Plan to be identified as Test Pile.

95. On Sheet 6 of 36 in Package A, Part 5, the FOUNDATION AND PILE NOTES #6 shall be deleted to its entirety and replaced with "NO NOTE". The note numbering order shall not be changed.

96. On Sheet 6 of 36 in Package A, Part 5, the FOUNDATION AND PILE NOTES #7 to be revised to the following.

TWO (2) TEST PILES ARE REQUIRED AT ABUTMENT 1. PILE-DRIVING ACCEPTANCE WILL BE USED FOR THE PRODUCTION PILE DRIVING OPERATION."

97. On Sheet 6 of 36 in Package A, Part 5, the FOUNDATION AND PILE NOTES #8 to be replaced with the following.

“THE UNCONFINED COMPRESSIVE STRENGTH OF THE ARGILLITE AND LIMESTONE WITHIN THE PROJECT LIMITS ARE INCLUDED IN THE GEOTECHNICAL REPORT. THE STRENGTH OF THE BEDROCK SAMPLES MAY BE HIGH. THE CONTRACTOR IS ADVISED TO USE ADEQUATE ROCK DRILLING EQUIPMENT AND METHODS.”

98. On Sheet No. 24 of 36 in Package A, Part 5, the limits of Pour 1 and Pour 2 will be shown indicating that the positive moment regions to be poured first (Pour 1), and then the negative moment regions over the piers to be poured second (Pour 2)..
99. On Sheet No. 24 of 36 in Package A, Part 5, add Note 4 to read the following.
“CONTRACTOR MAY PROVIDE ALTERNATE DECK PLACEMENT SEQUENCE FOR REVIEW AND APPROVAL OF THE ENGINEER.”

PA Median Retaining Wall, S-36228

100. On Sheet No. 3 of 53 in Package A – Part 5, in the SUMMARY OF ESTIMATED QUANTITIES table for RETAINING WALL PA MEDIAN S-36228, change the quantity for the Component Item (3) GEOMEMBRANE LINER from 2,450 SY to 5,050 SY.
101. On Sheet No. 12 of 53 in Package A – Part 5, for MEDIAN RETAINING WALL TYPICAL SECTION, MEDIAN RETAINING WALL TYPICAL SECTION @ INLET LOCATIONS, and PIER PROTECTION BARRIER TYPICAL SECTION terminate the 30 MILS HDPE GEO MEMBRANE LINER 1'-0" (5'-0" away from the vertical GEOTEXTILE FABRIC, CLASS 4, TYPE A) after passing the 6" ϕ PERFORATED PIPE.

Retaining Walls PA-D and PA-R, S-36226 and S-36227

102. On Sheet No. R1-1 of R1-27 in Package A – Part 5, in the SUMMARY OF ESTIMATED QUANTITIES table, change the quantities for the Component Item (3) GEOTEXTILE, CLASS 4, TYPE A from 190 SY to 640 SY for RETAINING WALL PA-D S36226 and from 300 SY to 1160 SY for RETAINING WALL PA-R S-36227.
103. On Sheet No. R1-1 of R1-27 in Package A – Part 5, in the SUMMARY OF ESTIMATED QUANTITIES table, add Component Item (3) GEOMEMBRANE LINER with a quantity of 490 SY for RETAINING WALL PA-D S36226 and 880 SY for RETAINING WALL PA-R S-36227.
104. On Sheet No. R1-16 of R1-27 in Package A – Part 5, in the TYPICAL SECTION AT RETAINING WALLS PA-D & PA-R, terminate the 30 MILS HDPE GEO MEMBRANE LINER 1'-0" (6'-0" away from the END OF STABILIZING ELEMENT) after passing the 6" ϕ PERFORATED PIPE.

Retaining Walls PA-A, PA-B, PA-C1, PA-BP, PA-C3 and PA-BM; S-36223, S-36224, S-36649, S-36648, S-36651 and S-36647

105. On Sheet No. R2-1 of R2-79 in Package A – Part 5, in the SUMMARY OF ESTIMATED QUANTITIES table, change the quantities for the Component Item (3) GEOTEXTILE, CLASS 4, TYPE A as the following:
- for RETAINING WALL PA-A S-36223 change the quantity for the Component Item (3) GEOTEXTILE, CLASS 4, TYPE A from 710 SY to 2,050 SY.
 - for RETAINING WALL PA-B S-36224 change the quantity for the Component Item (3) GEOTEXTILE, CLASS 4, TYPE A from 300 SY to 680 SY.
 - for RETAINING WALL PA-C1 S-36649 change the quantity for the Component Item (3) GEOTEXTILE, CLASS 4, TYPE A from 40 SY to 90 SY.
 - for RETAINING WALL PA-BP S-36648 change the quantity for the Component Item (3) GEOTEXTILE, CLASS 4, TYPE A from 1,480 SY to 1,810 SY.
 - for RETAINING WALL PA-C3 S-36651 change the quantity for the Component Item (3) GEOTEXTILE, CLASS 4, TYPE A from 1,950 SY to 2,440 SY.
 - for RETAINING WALL PA-BM S-36647 change the quantity for the Component Item (3) GEOTEXTILE, CLASS 4, TYPE A from 2,450 SY to 2,700 SY.
 - for TOTAL change the quantity for the Component Item (3) GEOTEXTILE, CLASS 4, TYPE A from 6,930 SY to 9,770 SY.
106. On Sheet No. R2-9 of R2-79 in Package A – Part 5, for TYPICAL SECTION AT RETAINING WALL PA-A and for TYPICAL SECTION AT RETAINING WALL PA-B replace the callout “GEOTEXTILE FABRIC, CLASS 4, TYPE A (RDWY ITEM)” with “GEOTEXTILE FABRIC, CLASS 4, TYPE A”.
107. On Sheet No. R2-10 of R2-79 in Package A – Part 5, for TYPICAL SECTION AT RETAINING WALLS PA-C1 & PA-BP replace the callout “GEOTEXTILE FABRIC, CLASS 4, TYPE A (RDWY ITEM)” with “GEOTEXTILE FABRIC, CLASS 4, TYPE A”.
108. On Sheet No. R2-11 of R2-79 in Package A – Part 5, for TYPICAL SECTION AT RETAINING WALLS PA-C3 AND PA-BM SECTION C-C and PARTIAL SECTION B-B replace the callout “GEOTEXTILE FABRIC, CLASS 4, TYPE A (RDWY ITEM)” with “GEOTEXTILE FABRIC, CLASS 4, TYPE A”.
109. On Sheet No. R2-12 of R2-79 in Package A – Part 5, for TYPICAL MODULAR TEE-WALL SECTION (OPTIONAL) (SECTION SHOWN AT RETAINING WALL PA-A OTHER RETAINING WALLS ARE SIMILAR) replace the callout “GEOTEXTILE FABRIC, CLASS 4, TYPE A (RDWY ITEM)” with “GEOTEXTILE FABRIC, CLASS 4, TYPE A”.

Retaining Wall PA-C2, S-36650

110. On Sheet R3-1 of R3-14 in Package A, Part 5, Replace entries for the UNIT, PA-C2 WALL ON PILES, BM/AET FACILITY, and RETAINING WALL PA-C2 for the item with Item No. 9005-0604 as follows: UNIT: DOLLA; PA-C2 WALL ON PILES: “NO ENTRY”; BM/AET FACILITY: “NO ENTRY”; RETAINING WALL PA-C2: 5900.
111. On Sheet R3-1 of R3-14 in Package A, Part 5, Replace entries for the UNIT, PA-C2 WALL ON PILES, BM/AET FACILITY, and RETAINING WALL PA-C2 for the item

- with Item No. 9005-0614 as follows: UNIT: DOLLA; PA-C2 WALL ON PILES: “NO ENTRY”; BM/AET FACILITY: “NO ENTRY”; RETAINING WALL PA-C2: 15000.
112. On Sheet R3-7 of R3-14 (Wall Elevations 1) in Package A, Part 5, Note 1 for detail REINFORCEMENT – WALL PA-C2 will be replaced with the following.
- “THE STEEL SLEEVE SIZES SHALL BE AS PER THE APPROVED MODULAR SEAL MANUFACTURER’S RECOMMENDATIONS TO MAKE THE PENETRATION WATER TIGHT. SEE TYPICAL PIPE PENETRATION SECTION THROUGH CIP-MSE WALL ON SHEET 28 OF 32 IN PACKAGE A – PART 2.”
113. On Sheet R3-8 of R3-14 in Package A, Part 5, Note 1 will be replaced with the following.
- “THE STEEL SLEEVE SIZES SHALL BE AS PER THE APPROVED MODULAR SEAL MANUFACTURER’S RECOMMENDATIONS TO MAKE THE PENETRATION WATER TIGHT. SEE TYPICAL PIPE PENETRATION SECTION THROUGH CIP-MSE WALL ON SHEET 28 OF 32 IN PACKAGE A – PART 2.”

PART 6:

114. On sheet 181 of Package A-Part 6 Revise the Cross Section of the culvert to depict the HDPE pipe with steel encasing for the full extent of the proposed culvert.

PART 7:

115. On Sheet 314 of 426 in Package A, Part 7, add a note “STA 800+00.00 START MILL AND OVERLAY”.
116. On Sheet 314 of 426 in Package A, Part 7, remove the hatching and label for Rubblize and Seat Concrete Pavement, Type 1, from Station 800+50.
117. On Sheet 315 of 426 in Package A, Part 7, remove the hatching and label for Rubblize and Seat Concrete Pavement, Type 1, from Station 800+75.
118. On Sheet 315 of 426 in Package A, Part 7, remove the hatching and label for Rubblize and Seat Concrete Pavement, Type 1, from Station 801+00.
119. On Sheet 316 of 426 in Package A, Part 7, remove the hatching and label for Rubblize and Seat Concrete Pavement, Type 1, from Station 801+50.
120. On Sheet 316 of 426 in Package A, Part 7, remove the hatching and label for Rubblize and Seat Concrete Pavement, Type 1, from Station 801+82.
121. On Sheet 317 of 426 in Package A, Part 7, remove the hatching and label for Rubblize and Seat Concrete Pavement, Type 1, from Station 802+00.
122. On Sheet 317 of 426 in Package A, Part 7, remove the hatching and label for Rubblize and Seat Concrete Pavement, Type 1, from Station 802+20.
123. On Sheet 318 of 426 in Package A, Part 7, remove the hatching and label for Rubblize and Seat Concrete Pavement, Type 1, from Station 802+35.
124. On Sheet 318 of 426 in Package A, Part 7, remove the hatching and label for Rubblize and Seat Concrete Pavement, Type 1, from Station 802+50.
125. On Sheet 319 of 426 in Package A, Part 7, remove the hatching and label for Rubblize and Seat Concrete Pavement, Type 1, from Station 802+60.

126. On Sheet 319 of 426 in Package A, Part 7, remove the hatching and label for Rubblize and Seat Concrete Pavement, Type 1, from Station 803+00.
127. On Sheet 320 of 426 in Package A, Part 7, remove the hatching and label for Rubblize and Seat Concrete Pavement, Type 1, from Station 803+50.
128. On Sheet 320 of 426 in Package A, Part 7, remove the hatching and label for Rubblize and Seat Concrete Pavement, Type 1, from Station 804+00.
129. On Sheet 321 of 426 in Package A, Part 7, remove the hatching and label for Rubblize and Seat Concrete Pavement, Type 1, from Station 804+50.

XI. CHANGES TO THE PLANS – PACKAGE B

PART 1:

1. On Sheet 2 of 1020 in Package B, Part 1, change the quantity for the Item No. 203040M from “78,900” to “26,000”.
2. On Sheet 2 of 1020 in Package B, Part 1, change the following quantities:
 - a. Contract Quantity
 - i. Item No. 202009P (Sequence Number 726) from “151,500” to “153,800”.
 - ii. Item No. 202021P (Sequence Number 727) from “97,000” to “97,400”.
 - iii. Item No. 203021P (Sequence Number 729) from “23,300” to “23,500”.
 - iv. Item No. 203043P (Sequence Number 731) from “125,000” to “125,400”.
 - v. Item No. 302036P (Sequence Number 734) from “16,700” to “17,100”.
 - vi. Item No. 401054M (Sequence Number 744) from “17,100” to “17,200”.
 - vii. Item No. 401072M (Sequence Number 745) from “10,900” to “14,900”.
 - b. Plan Sheet Totals
 - i. Item No. 202009P (Sequence Number 726) from “137,688” to “137,859”.
 - ii. Item No. 202021P (Sequence Number 727) from “88,134” to “88,510”.
 - iii. Item No. 203021P (Sequence Number 729) from “21,052” to “21,223”.
 - iv. Item No. 203043P (Sequence Number 731) from “113,576” to “113,952”.
 - v. Item No. 302036P (Sequence Number 734) from “15,119” to “15,495”.
 - vi. Item No. 401054M (Sequence Number 744) from “15,468” to “15,505”.
 - vii. Item No. 401072M (Sequence Number 745) from “9,856” to “9,914”.
 - c. If and Where Directed
 - i. Item No. 202009P (Sequence Number 726) from “13,812” to “15,941”.
 - ii. Item No. 202021P (Sequence Number 727) from “8,866” to “8,890”.
 - iii. Item No. 203021P (Sequence Number 729) from “2,248” to “2,277”.
 - iv. Item No. 203043P (Sequence Number 731) from “11,424” to “11,448”.
 - v. Item No. 302036P (Sequence Number 734) from “1,581” to “1,605”.
 - vi. Item No. 401054M (Sequence Number 744) from “1,632” to “1,695”.
 - vii. Item No. 401072M (Sequence Number 745) from “1,044” to “4,986”.
 - d. Distribution: Plan Sheet Quantity

- i. Item No. 202009P (Sequence Number 726), Plan Sheet TC-104 from “2,180” to “2,255”.
 - ii. Item No. 202009P (Sequence Number 726), Plan Sheet TC-129 from “454” to “549”.
 - iii. Item No. 202021P (Sequence Number 727), Plan TC-110 from “470” to “561”.
 - iv. Item No. 202021P (Sequence Number 727), Plan TC-135 from “1,209” to “1,494”.
 - v. Item No. 203021P (Sequence Number 729), Plan TC-104 from “2,104” to “2,180”.
 - vi. Item No. 203021P (Sequence Number 729), Plan TC-129 from “454” to “549”.
 - vii. Item No. 203043P (Sequence Number 731), Plan TC-104 from “2,429” to “2,520”.
 - viii. Item No. 203043P (Sequence Number 731), Plan TC-129 from “1,209” to “1,494”.
 - ix. Item No. 302036P (Sequence Number 734), Plan TC-104 from “2,429” to “1,605”.
 - x. Item No. 302036P (Sequence Number 734), Plan TC-129 from “1,209” to “1,494”.
 - xi. Item No. 401054M (Sequence Number 744), Plan TC-104 from “261” to “270”.
 - xii. Item No. 401054M (Sequence Number 744), Plan TC-129 from “132” to “160”.
3. On Sheet 3 of 1020 in Package B, Part 1, change the following quantities:
- a. Distribution: Plan Sheet Quantity
 - i. Item No. 401072M (Sequence Number 745), Plan TC-104 from “404” to “418”.
 - ii. Item No. 401072M (Sequence Number 745), Plan TC-129 from “200” to “244”.
4. On Sheet 24 of 1020 in Package B, Part 1, add the following to the General Notes: 10. AT LOCATIONS WHERE THE WORK IS LIMITED TO MILLING 3” OR LESS OF THE EXISTING PAVEMENT AND PLACING A SIMILAR DEPTH SURFACE COURSE, THE MILLING AND SUBSEQUENT SURFACE COURSE PLACEMENT IS TO BE DONE IN COORDINATION WITH THE FINAL SURFACE PAVEMENT PLACEMENT NOTED IN NOTE 9.

PART 2:

- 5. On Sheet 220 of 1020 in Package B, Part 2, add General Note 60 which reads: TRANSITION TEMPORARY PAVEMENT TO EXISTING PAVEMENT IN ACCORDANCE WITH THE “TEMPORARY PAVEMENT INTERFACE WITH EXISTING PAVEMENT” DETAIL ON SHEET TC-006. THE CONTRACTOR IS TO MILL THE EXISTING PAVEMENT UP TO 3”. MILLING IS TO BE PAID UTILIZING THE ITEM 401009P, MILLING 3” OR LESS.

6. Replace Sheet 224 of 1020 in Package B, Part 2 with the attached Sheet 224 of 1020.
7. Replace Sheet 322 of 1020 in Package B, Part 2 with the attached Sheet 322 of 1020.
8. Replace Sheet 328 of 1020 in Package B, Part 2 with the attached Sheet 328 of 1020.
9. Replace Sheet 347 of 1020 in Package B, Part 2 with the attached Sheet 347 of 1020.
10. Replace Sheet 353 of 1020 in Package B, Part 2 with the attached Sheet 353 of 1020.
11. Replace Sheet 359 of 1020 in Package B, Part 2 with the attached Sheet 359 of 1020.

PART 4:

12. On Sheet 661 of 1020 in Package B, Part 4, in the ESTIMATE OF QUANTITIES - BRIDGE for Ramp C Bridge (Str. No. 1120-173), the description for Bid Item Line 1014 (Pay Item No. 513003P) will be changed to "RETAINING WALL, LOCATION NO. 1".
13. On Sheet 661 of 1020 in Package B, Part 4, in the ESTIMATE OF QUANTITIES - BRIDGE for the New Jersey Mainline Approach Bridge (Str. No. 1120-150), the quantity for Bid Item Line 986 (Pay Item No. 551019M) will be changed to 3,000 CF.
14. On Sheet 661 of 1020 in Package B, Part 4, replace the pay item no., description and quantity for the Bid Item Sequence Number 1016 with the following:
Pay Item No. 701015P 2" RIGID METALLIC CONDUIT LF 370.
15. On Sheet 661 of 1020 in Package B, Part 4, the quantity for the Bid Item Sequence No. 1001 Pay Item No. 504003P REINFORCEMENT STEEL to be revised to 51,600 LB.
16. On Sheet 661 of 1020 in Package B, Part 4, the quantity for the Bid Item Sequence No. 1002 Pay Item No. 504006P REINFORCEMENT STEEL, EPOXY-COATED to be revised to 171,200 LB.
17. On Sheet 664 of 1020 in Package B, Part 4, in the SUMMARY OF QUANTITIES for the New Jersey Mainline Approach Bridge (Str. No. 1120-150), the quantity for the Bid Item 551019M POLYESTER POLYMER CONCRETE OVERLAY to be revised to 3,000 CF.
18. On Sheet 721 of 1020 in Package B, Part 4, the quantity for the Pay Item No. 701120M JUNCTION BOX FRAME AND COVER (Bid Item Sequence No. 1017) to be revised to 3.
19. On Sheet 727 of 1020 in Package B, Part 4, the quantity for the Pay Item No. 504006P REINFORCEMENT STEEL, EPOXY-COATED in the QUANTITIES table to be revised to 2000 LB.
20. On Sheet No. 735 of 1020 in Package B - Part 4, in the WORK ITEMS table for RETAINING WALL, LOCATION NO. 1 at RAMP-C (Str. No. 1120-173), change the quantity for the Work Item IMPERVIOUS MEMBRANE LINER from 550 SY to 90 SY.
21. On Sheet No. 735 of 1020 in Package B - Part 4, in the WORK ITEMS table for RETAINING WALL, LOCATION NO. 1 at RAMP-C (Str. No. 1120-173), add the Work Item GEOTEXTILE FILTER FABRIC with a quantity of 460 SY.
22. On Sheet 751 of 1020 in Package B, Part 4, the quantity for the Pay Item No. 504006P REINFORCEMENT STEEL, EPOXY-COATED in the QUANTITIES table to be revised to 168,000 LB.

23. On Sheet No. 773 of 1020 in Package B – Part 4, in the WORK ITEMS table for RETAINING WALL, LOCATION NO. 1 at RAMP-G (Str. No. 1120-172), change the quantity for the Work Item IMPERVIOUS MEMBRANE LINER from 460 SY to 165 SY.
24. On Sheet No. 773 of 1020 in Package B – Part 4, in the WORK ITEMS table for RETAINING WALL, LOCATION NO. 1 at RAMP-C (Str. No. 1120-173), add the Work Item GEOTEXTILE FILTER FABRIC with a quantity of 500 SY.
25. On Sheet No. 843 of 1020 in Package B – Part 4, in the WORK ITEMS – RETAINING WALL LOCATION NO 1 (MSE) table for NEW JERSEY BICYCLE/PEDESTRIAN PATH (Str. No. 1109-152), add Work Item GEOTEXTILE FILTER FABRIC with a quantity of 1,350 SY.
26. On Sheet No. 843 of 1020 in Package B – Part 4, in the WORK ITEMS – SOLDIER PILE WALLS table for Soldier Pile WALL NO 1 at NEW JERSEY BICYCLE/PEDESTRIAN PATH (Str. No. 1109-152), add the following Work Items.
 - SPECIFIED BACKFILL (NO 57 STONE) with a quantity of 50 CY.
 - GEOTEXTILE FILTER FABRIC with a quantity of 40 SY.
 - IMPERVIOUS MEMBRANE LINER with a quantity of 15 SY.
27. On Sheet No. 843 of 1020 in Package B – Part 4, in the WORK ITEMS – SOLDIER PILE WALLS table for Soldier Pile WALL NO 2, WALL NO 3, and WALL NO 4 at NEW JERSEY BICYCLE/PEDESTRIAN PATH (Str. No. 1109-152), add the following Work Items.
 - SPECIFIED BACKFILL (NO 57 STONE) with a quantity of “---”.
 - GEOTEXTILE FILTER FABRIC with a quantity of “---”.
 - IMPERVIOUS MEMBRANE LINER with a quantity of “---”.
28. On sheet 918 of 1020 in Package B, Part 4, in the “QUANTITIES” table, the quantity for the Pay Item No. 513003P RETAINING WALL, LOCATION NO. NJ-G to be changed to “1,700” SF.

XII. CHANGES TO THE PLANS – PACKAGE C

No changes in this addendum.

XIII. ATTACHMENTS

ATTACHMENT 1:

Quarry Road Bridge Painting Documents

- a) Special Provisions for ITEM 5070-0150 - PAINTING OF EXISTING STRUCTURAL STEEL USING ORGANIC ZINC COATING SYSTEMS.
- b) Special Provisions for ITEM 9073-0001 - DISPOSAL OF BRIDGE WASTE.
- c) Special Provisions for ITEM 9075-0001 – CONTAINMENT.
- d) Special Provisions for ITEM 9077-0001 - WORKER HEALTH AND SAFETY
- e) Partial Marked-up As-built Plans for Quarry Road Bridge.

ATTACHMENT 2:

1. Revised Plan Sheets

- a) *Package A, Part 2*: Sheets 5, 6, 18 through 21, 24 through 28, 32 through 33, 37, 47, 61, 87, 110 through 111, 114 through 119, 122 through 127, 131, 134 through 136, 139, 142 through 144, 147, 150 through 152, 155, 158 through 159, 164, and 166 through 167 of 173.
- b) *Package A, Part 5*: Sheets 7 through 10, 47 and 48 of 62.
- c) *Package B, Part 2*: Sheets 224, 322, 328, 347, 353, and 359.

END OF ADDENDUM NO. 4