

PN 654.001 Port Newark - Agreement to Perform Landscape Maintenance.

Original Bid
Date:




Original Bid Date:	8/17/2021	Extended date 10/15/21	Updated: 9/10/21
QUESTION		RESPONSE	
1	When do you anticipate plans and specs to be posted for the subject project?	Refer to https://www.panynj.gov/port-authority/en/business-opportunities/solicitations-advertisements/Construction.html	
2	I have down loaded the above plans from the Bonfire website. The following plan sections can not be grouped do to "corrupt files". Geotechnical –Pages 164 thru 183 Electrical - Pages 184 thru 225 Electronics - Pages 226 thru 271 Structural - Pages 313 thru 527 Can these above sections be grouped and be provided for downloaded? Please advise.	Request will not be granted.	
3	I am requesting clarification on the required joint venture qualification with respect to size of completed contracts, does each individual entity has to demonstrate comparable project size or the joint venture combined contract size will be acceptable.	Refer to Contract Book, Page 2, Clause 2 entitled "Prerequisites", third paragraph, second sentence.	
4	We would like to respectfully request you to postpone the above indicated bid due date, which is currently August 10th, 2021, minimum of 2 more weeks to the earliest August 24th, 21 due to the complexity level of the project, very high DBE goals as high as 32%, soliciting and coordination of vendors, subcontractors, comprehending the job, going over all bid documents and to prepare a through and very competitive bid.	This was addressed by Addendum No. 1 dated July 15, 2021.	
5	Neither in the classified nor unclassified items include disposal of hazardous material that may encounter on site. Please advise.	Refer to Contract Drawing G004, General Notes 20.21 and 20.23. Refer to Contract Drawing N001, Soil and Ballast Disposal Note 10 and Lead Notes. Bid as shown.	
6	Please classify the water encountered on site during pumping for possible treatment & disposal.	Refer to Contract Drawing G004, General Note 20.22. Refer to Contract Drawing N001, Groundwater Dewatering Discharge Notes and Work on Conrail Property Notes 2, 3, and 4. Bid as shown.	
7	As per "Hours of Work and Construction Staging" Stage 3B "Nighttime Hours" are applicable. Due to geometry, site restriction, & nature of the structures steel demolition & erection may not be achieved in based on the above shift/ hour limitations. Temporary shoring will be required to perform this work and continuous multi shift track closures will be required at shoring locations. Hence please advise alternative options.	No change to Contract Documents. Bid as shown.	
8	We have the following questions regarding the bid item 7 under the classified work, Off site transportation and disposal of excavated soil from non-Conrail property: a) Please confirm that this bid item includes only clean fill soil, and this bid item does not include any non-hazardous contaminated soil and/ or any hazardous contaminated soil, any contaminated soil testing at all. b) If we encounter any contaminated soil whether it is hazardous or non-hazardous, there will be an additional compensation and it is not covered by this above indicated pay item. c) Please confirm that the above indicated pay item 7 does not include any trucking and disposal of excavated soil within Conrail property. All other excess excavated soil arising out of Conrail property will be captured in the other unclassified work items under this bid price proposal.	a) Refer to Contract Drawing N001, Soil and Ballast Disposal Notes. b) Refer to Contract Drawing N001, Soil and Ballast Disposal Notes, specifically notes 1, 9 and 10. c) Refer to Contract Book, Pages 62 and 68, Classified Work Item No. 31. Refer to Contract Drawing N001, Work on Conrail Property Notes 5 through 9 and Soil and Ballast Disposal Notes. Bid as shown.	
9	The plans we received will take a long time to digitize for the earthwork takeoff. Our request is for the CAD files of at least the existing grade.	Information not available. Bid as shown.	
10	In reference to sheet number C003 under "Water Supply Notes," it states that water lines designated city of Newark shall be completed by one of the following companies. Please answer the following: a) Do we have to use the listed subcontractors to furnish and install water main work on this project? b) If we are required to use the listed subcontractors to perform watermain work, we would like to know why this requirement has been established? We are capable of performing this work ourselves and do not see the need to sub it out. c) If we are required to use the listed subcontractors to perform watermain work, please note that this will only increase the cost of our bid and will results in coordination issues.	No change to Contract Documents. Bid as shown.	
11	Sht. GT006, Table 3, provide elevations to PCMRW. What are these elevations to?	Refer to Contract Drawing G004, Note 19.	
12	Conceptual detail for the Railroad Signal Bungalow S-209 Specifications or referenced supplier is not indicated in the drawings. Please provide.	Refer to Contract Drawing S209, Note 4 and Contract Book, Page 863, Section 2.01B.	

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13	Drawing S042: Note 6 states that all Bent 11 Pile Cap rebar shall be uncoated. Please confirm whether the #10 dowels that extend into the pier wall from the pile cap may be uncoated, or will these dowels be galvanized?		Refer to Contract Drawing S042, Note 5.
14	Refer to page 247 of the contract book, section 144.A.1); does this language also include suspended operations due to scheduled and unscheduled trains on Conrail Property during the reconstruction of the Corbin St Ramp?		Refer to Contract Book, Page 73, Clause 35.
15	Refer to page 251 of the contract book, section 144.E.8); can the contractor assume that normal schedule trains will be detoured by Conrail to avoid running within 15 feet of the approved designated areas within the Temporary Construction Area No. 3?		Refer to Contract Book, Pages 248 through 254, Clause 244, Section E.
16	Refer to page 252 of the contract book, section 144.E.12); since the contractor is subject to Conrail's operations, can the Authority provide an amount of time that is expected for contractor work stoppage during the allotted Hours of Work shown in Division 1?		No change to Contract Book. Bid as shown.
17	Refer to page 273 of the contract book, section 145.A.5); can the Authority guarantee that Conrail will not interrupt contractor operations in the middle of conducting a construction activity involving running equipment and active labor during the allowed Hours of Work shown section B. "Construction Staging"?		Refer to Contract Book, Page 252, Clause 244, Section E. 12.). Also refer to Contract Book, Page 73, Clause 35.
18	Are the stages as delineated in sheets CS002 – CS704 in reference to areas, scope, time, o		For scope and area of Work refer to Contract Drawings. For time, refer to Contract Book, Clause 245 on Pages 272 through 275. Bid as shown.
19	Please clarify the placement of the Foam Glass Aggregate (FGA). Sheet GT001/Section II./Note 1. Indicates "...See contract drawing GT016 for placement of foam glass aggregate (FGA) fill below Outer Port Street pavement box." According to the diagram on sheet GT016 it appears that the edge of the FGA is to extend into the grassed areas surrounding the pavement box as per note 2 "...Point H to be aligned vertically below Point F." Please clarify the following: <input type="checkbox"/> Is the FGA to extend under Ramp D within the surcharge area? <input type="checkbox"/> Is the Embankment Fill (I-2) consistently at 13" thick between the FGA and Pavement Type 1?		Refer to Contract Drawing GT016, Notes 1 through 3 and Steps of Construction I. through VI. Also refer to details on Contract Drawing C801. Bid as shown.
20	Are the plant mix and stone layers under existing pavement required to be removed where asphalt removal is indicated? Sheet C003 / Paving Notes / P-04: Please clarify the reference to removal of 6" aggregate base course? Is that the maximum removal requirement? Or does that simply refer to a typical scenario, to be verified with the Existing Pavement Core Table?		No change to Contract Drawings. Bid as shown.
21	The existing pavement cores show significant variations, even between adjacent cores. Is there a document that delineates these findings more clearly as relates to the asphalt removal areas?		No change to Contract Drawings. Bid as shown.
22	areas that are not consistent. a. For example Paving Plan 10 (sheet C310) shows a proposed track in the NW corner of the sheet, under the NJ Tnpl Ext. There is no Removal shown in that area on Removal Plan 10 (sheet C110). b. Another example would be Removal and Paving Plan 7. In the NW area radius, there is more asphalt removal than replacement. Grass or other paving is not shown in that area. In the SW area radius, the proposed Type 4 Pavement extends beyond the removals in that area. Are the bids expected to include the cost of additional work given those contradictions?		Part b. This was addressed by Addendum No. 2 dated July 29, 2021.
23	On plan sheet 714 (drawing sheet mt008) and various other sheets, the type of temporary impact attenuator is not called out and not shown in MOT standard details. What is the type of temporary impact attenuator, and is the same type and size attenuator used throughout the maintenance of traffic plans?		Refer to Contract Drawing MT001, Maintenance of Traffic Note 14.
24	There are multiple tracks crossing under the Corbin Street Ramp please confirm if all are active. If not please indicate the ones are in active or abandoned.		No change to Contract Documents. Bid as shown.
25	Refer to Drawing S088 Note 4 regarding temporary shielding. Will temporary shielding be required for all proposed Corbin Street Ramp concrete work? Specifically, will shielding be required for new concrete work between Pier 5P and the start of the Ramp Abutment?		Refer to Contract Drawing S090, Demolition Note No. 14. Refer to Contract Drawings S094 and S095. Bid as shown.
26	Drawing S008 indicate the clearances from the tracks to Porter Street Bridge & Corbin Street Ramp. Please provide the allowable clearances to the shields during reconstruction of the bridges.		Refer to Contract Book.
27	The track through the Marlin Street grade crossing signalized area is to be replaced, however, there are no signal drawings or indication on the plans for any work with respect to the signal system at this location. Please confirm if any rework or installation of new insulated joints are required for the Marlin St. signal system.		Refer to Contract Drawings SG065 through SG075.
28	Paragraph D. - The Cyber Liability requirement does not appear to be related to the Contractor's work on this project. We carry Cyber Liability coverage but not for Technology errors and Omissions. The Contractor on this construction project will not be performing work upon a PANYNJ computer system. As such, is this Tech insurance coverage really required of the Contractor on this Contract?		No change to Contract Book. Bid as shown.

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29	Please confirm the treatment requirements, if any, for dewatering operations related to foundation installation. Are there separate requirement when working inside Conrail property? How does the contractor get paid for those operations?	Refer to Contract Drawing N001, Groundwater Dewatering Discharge Notes and Work on Conrail Property Notes 2 through 4. Refer to Contract Drawing G004, General Note 20.22. Bid as shown.
30	Regarding both note #6's on plan sheets S010 and S011 which state to temporarily support the fiber optic lines to remain during construction. There are no fiber optic lines depicted on these sheets however. Please clarify: a.Location of existing fiber optic lines b.Limits of temporary support, i.e. which spans, piers, etc.	Refer to Contract Drawings S010 and S011. Refer to Contract Drawing S012, Demolition Note 4. Bid as shown.
31	Corbin street Demo Plans S090-S095 indicate that the existing Piles and Pile Caps are to remain. This seems to be in direct conflict with installing the proposed drilled shafts/Piles and proposed pile caps. Please indicate how the contractor will be paid for Drilled shaft/Pile obstructions?	Refer to Contract Drawings S096 and S097.
32	Reference is made to section 144 – Cautions and Precautions of the contract proposal book. Throughout this section, property/facility owners are given 45 days to review “approval documents”, however there is no mention as to whether Port Authority will review these documents concurrently with the property/facility owners, or if Port Authority will perform their review after the property/facility owners have reviewed them. Please clarify	Refer to Contract Book, Page 248, E.5.a.; Page 255, F.5.a.; Page 259, H.6.a.; Page 262, I.4.a.; Page 263, J.4.a.; Page 266, K.4.a., and Page 268, L.5.a.
33	Drawing GT003, Part II Installation, Note 2 states that water shall be used as the drilling fluid and slurry shall not be used however specifications reference the use of mineral or polymer slurries. Please confirm that mineral or polymer slurries may be used for drilled shaft installation.	Refer to Contract Drawing GT003, Installation Note 2. Bid as shown.
34	Drawing GT003, Part II Installation, Note 9 states that TIP testing is required for both demonstration shafts and all 5-ft, 6-ft and 8-ft diameter drilled shafts; however, the specifications do not include any reference to TIP testing or provide an approval criteria. Please include specifications for TIP testing.	Refer to Contract Drawing GT002 Rock Socket for Open Pipe Piles Note 8. Refer to Contract Drawing GT003 Installation Note 9. Bid as shown.
35	Specification Section 316400, Paragraph 3.03 references both AWS D1.1 and AWS D1.5. Please confirm that for drilled shaft permanent casing, welding may be performed by a welder certified by either AWS D1.1 or D1.5.	Refer to Contract Book, Page 1077, Section 3.03. Bid as shown.
36	Specification Section 316400, Paragraph 1.05.B states that casing must be in accordance with API tolerances. Drilled shaft casing is typically fabricated in accordance with ASTM A252 tolerances. Please confirm that ASTM A252 tolerances will be acceptable.	Refer to Contract Book, Clause 117 on Pages 197 and 198.
37	Specification Section 316400, Paragraph 2.01.E requires seamless or ERW pipe. Drilled shaft casing is typically fabricated with spiralweld or rolled and welded processes. Please confirm spiralweld or rolled and welded casing fabrication will be acceptable.	Refer to Contract Book, Page 1070, 2.01 D. and 2.01 E. Bid as shown.
38	Specification Section 316400, Paragraph 2.01.H provides a grade for a steel cutting shoe. Drilled shaft casings typically do not have a “cutting shoe” and instead include carbide teeth welded to the bottom of the casing to create a cutting shoe. Please confirm the use of carbide teeth will be acceptable and that a cutting shoe in accordance with ASTM A148 is not required.	Refer to Contract Book, Clause 117 on Pages 197 and 198.
39	Specification Section 316400, Paragraph 3.02.A.2 prohibits the use of vibratory hammers to advance casing. Please confirm that vibratory hammers may not be used to install casing.	Refer to Contract Book, Page 1071, 3.02 A. 2. Bid as shown.
40	Was a geotechnical engineering report prepared for this project? If so, please provide.	Refer to Contract Book, Clause 10 on Pages 10 through 17.

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THE PORT AUTHORITY OF NY & NJ		
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41	Reference is made to Section 144 "Conditions and Precautions" of the proposal book- Part F, point 4, notes 10 days prior to the start of work on NJTA Property, the contractor shall apply for a NJTA Traffic Permit. What is the same time to anticipate for the Conrail Entry Permit, the License Agreement for Temporary Private Grade Crossing(s), and City of Newark Traffic Permit? All four permits control when work can begin in the Project, and are critical to the planning and evaluation of the Project's schedule.	The requested information is not available at this time.
42	In reference to Contract Drawing No. C002 Legends "Mill Existing Asphalt Concrete 3" from Finished Grade" & "Overlay I-4A to Finished Grade", we have the following questions: a. Based on this milling and proposed asphalt legends, please confirm that if the finish grade elevation is 3" or more than 3" higher than existing top elevation, there is no milling work that needs to be done and the fill between proposed finish grade and the existing top surface elevation will be filled with Overlay I-4A Asphalt no matter what the fill depth is. Having said that, please note that some of the fill areas will get around 12" to 15" asphalt seeing that the existing top surface elevation is significantly lower than proposed Finish Grade elevations. Unless you will give us a different direction, this is what we will be using for our bid. b. Why do we have two different proposed pavement section legends on the proposed paving areas of the Port Street East Bound and West Bound separately? i. Overlay According to this legend- Overlay I-4A To Finished Grade, we will need to put proposed asphalt varying from 3" to as high as 15" at some locations. ii. According to the Type 1 Pavement section, we will need to put 6" subbase + 8" Asphalt Base + 3" Asphalt Top Course. It just does not make any sense from construction perspective to implement utterly two different proposed asphalt pavement sections on the same street-Port Street. Please explain to us why we are directed to use two different pavement sections unless there is a logical reason for that.	No change to Contract Drawings. Bid as shown.
43	As far as asphalt milling is concerned, we have two different types of asphalt milling on this project as per contract drawings and removal legends that are depicted on the contract drawing C002 and removal plans C101 thru C108. The first milling legend on the drawing C002 is directing us to mill existing asphalt 3" uniformly at the same depth as depicted on the removal plans. Nonetheless, the 2nd milling legend on the same drawing C002 is directing us mill existing asphalt concrete 3" from Finished Grade. Please respond and clarify the following questions: a. Under what bid item are we going to get paid when we mill the existing asphalt 3" as per legend. Please provide us with the bid item when we mill the asphalt only 3" for all areas that are shown with above legend. b. The 2nd milling legend that is shown on the contract drawing C002, and removal plans, is requiring us to do milling at various depth as high as 6" +/- at some spots. When we read the Bid item 1 description in the contract book, it sounds like this bid item includes only this 2nd different type of various depth asphalt milling as you see below; "In the case of Item No. 1 (ASPHALT CONCRETE MILLING UP TO 3" BELOW FINISHED GRADE), the quantity for payment shall be the number of square yards of existing asphalt concrete actually removed by milling up to three inches below finished grade as measured by the Engineer on the existing asphalt concrete pavement surface after milling." Please confirm that Classified work Bid Item No. 1 includes only the 2nd type various depth asphalt milling 3" from finished grade and this bid item payment does not include the 1st 3" thick uniform depth asphalt milling (shown by this legend)	a. Refer to Contract Book, Pages 58 and 64, Item No. 1. b. No change to Contract Documents. Bid as shown.
44	Sheet S205 indicates that there is to be Temporary Sheeting to Remain in Place surrounding the concrete pedestal for Railroad Crossing Warning Structure No. 3 in the plan view, however the concrete barrier is shown to butt up directly to the pedestal in the elevation view, which would mean that the temporary sheeting would need to be removed to properly install the barrier. Please clarify as to whether the temporary sheeting is to remain in place or be removed after the installation of the pedestal.	Refer to Contract Drawing S012, Demolition Note 17.
45	In Drill Shaft Specification 316400 Part 2- 2.01 Item F indicates that the casings are to be coated to the limits shown on contract drawings. Please provide that detail	Refer to Contract Drawing GT003, General Notes 7 and 8. Bid as shown.
46	The plans depict temporary shielding under the EXISTING superstructure for demolition operations. However, the plans do NOT show any temporary shielding under the PROPOSED superstructure. 1. Please confirm temporary shielding is not required under the proposed superstructure during any operations. 2.If it is required, please provide limits and method of payment.	Refer to Note 4 on Contract Drawings S009, S010, S011, S088 and S089.
47	We are respectfully requesting the current bid date of August 17, 2021 be extended four (4) weeks to September 14, 2021.	This was addressed by Addendum No. 3 dated August 10, 2021.
48	Due to the size and complexity of this project, we hereby request a two week postponement to the current bid date of August 17, 2021.	This was addressed by Addendum No. 3 dated August 10, 2021.
49	Reference Drawing CS001 - Faps Lead Track Sequence of Construction Note 4 states to replace ties and realign the existing track from 919+00 to 924+64. Please advise with respect to the following: a. Please provide a quantity of ties to be replaced or include this scope as part of "Field Order Work". b. Most of the track ballast within these limits is extremely fouled with mud and in poor condition making the realignment and re-profiling operation difficult. The ballast should be removed and replaced with clean stone. Please advise.	a. Refer to Contract Drawing C910, "Existing Open Track Removal" detail and Contract Drawing C911, "Track in Open Areas" detail. Bid as shown.
50	For Type 1 Pavement which is the box out work for Port Street and Corbin Street, Doremus Ave and Outer Port Street the Top Course as per the civil details on plan sheet C801 call for Asphalt Concrete Top Course Mix I-4A (PG 76-22), classified item # 4 and on the Paving Plans Corbin Street, Port Street and Doremus Ave as per the Description on plan sheet C002 the Overlay calls for I-4A to Finish Grade classified item # 5, is it the intent of the Authority to mix the two types of asphalt in the roadways ?	No change to Contract Drawings. Bid as shown.
51	We would like to respectfully request you to postpone the above indicated bid due date, which is currently August 17th, 2021, two weeks to August 31st, 2021 due to the complexity level of the project, outstanding and pending previously submitted RFI questions, very high DBE goals as high as 32%, soliciting and coordination of vendors, subcontractors, comprehending the job, going over all bid documents and to prepare a thorough and very competitive bid. We have submitted very important and vital RFI questions to you, the owner, so far. Nevertheless, vast majority of our RFI questions have not been answered yet. It is just impossible to finish takeoff and pricing correctly and completely without getting the answers and clarification for our previously submitted questions. It is paramount for us to have the additional time to prepare this complex bid and be able to bid it competitively. We will greatly appreciate it if you can take our request seriously and provide us with the requested bid due date time extension.	This was addressed by Addendum No. 3 dated August 10, 2021.
52	Due to the complexity of this project and manpower shortages during this prime vacation season for some of our subcontractors, we would like to request a 3 week postponement of the current bid date of 8/17, in order to prepare a thorough proposal.	This was addressed by Addendum No. 3 dated August 10, 2021.
53	Typical Section S/7 on sheet S089 appears to indicate that fill is needed below the asphalt surface and approach slab. a. Please indicate the type of material to be used for this fill. b. Please indicate method of payment to install this material	a. Refer to Contract Book, Pages 992 through 1005. b. Bid as shown. b. Bid as shown.
54	The detail labeled "existing abutment footing demolition detail" on plan sheet S026 indicates several pay limits. Regarding the backfilling of the proposed footing and abutment, please confirm that existing excavated soils can be used as backfill materials outside of the limits of the porous fill.	No change to Contract Documents. Bid as shown.
55	Please confirm that we are allowed to submit our price proposal electronically as many times as we want to and the last submitted bid submission supersedes the previously submitted proposal(s) before bidding due date and time.	Refer to Contract Book, Page 1, seventh paragraph.
56	Please kindly provide us previously requested two weeks bid due date time extension and postpone the bid from August 17th to August 31st, 2021.	This was addressed by Addendum No. 3 dated August 10, 2021.
57	Reference is made to Section 144 "Conditions and Precautions", and Section 145 "Hours of Work and Construction Staging" of the contract proposal book. Noted in Section 144, Part J point 5, the contractor is to plan 45 continuous days for Williams to perform the work on their property. In Section 145, Part B point 4, the contractor is to allow 30 days for Williams. Which is correct?	This was addressed by Addendum No. 4 dated August 13, 2021.

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THE PORT AUTHORITY OF N.Y. & N.J.		
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58	Within the Drainage and Utility Plans, and noted elsewhere in the documents, conflicts between the proposed and existing underground utilities are noted. The work to relocate the existing underground utilities is noted to be performed by others. The general notes on drawing C501, note 90 Day notification to the engineer regarding confirmation of the underground conflicts. Given the number of potential conflicts and work to be performed by others, and the requirement that work be performed sequentially with the numerical stage sequence, the time required by others to complete their relocations is critical in the evaluation of the Project's schedule, and effort required to complete the work. Are utility agreements in place for this work and will the agreements be provided to the bidders prior to bid? What is the duration to anticipate for the 3rd parties to complete the work? Are there seasonal restrictions regarding the work? How will the contractor be compensated should the 3rd Parties delay the Project's completion?	Refer to Contract Book, Page 73, Clause 35.
59	Please provide profiles of the proposed water main to be installed.	Refer to Contract Drawing C003, Water Supply Notes.
60	Please provide profiles of the proposed drainage pipe to be installed.	No change to Contract Documents. Bid as shown.
61	Please reference the proposed 30" RCP run between MH P12 and MH M1 as shown on sheet C504. The note for this pipe run indicates that (2) runs of 30" RCP is to be installed between these manholes. Please provide a detail for (2) 30" RCP's to be installed within the same trench.	Refer to Contract Drawing C520.
62	Please reference the proposed 24" RCP run between MH M11 and MH M12 as shown on sheet C519. The note for this pipe run indicates that (3) runs of 24" RCP is to be installed between these manholes. Please provide a detail for (3) 24" RCP's to be installed within the same trench.	Refer to Contract Drawing C522.
63	Please confirm that the concrete encasement for the existing 12" Watermain as shown on sheet C503 is to be paid under Unclassified bid item 33 - Relocate Existing Watermain.	Refer to Analysis of Bid, Item Number 50. Refer to Contract Book.
64	Please provide the number of Conrail trains per day that pass thru the work area. This information is necessary to get the necessary Railroad Insurance for this project.	The requested information is not available at this time.
65	Matchline B-B on plan sheet MT057 and plan sheet MT058 do not appear to actually match. Barrier, striping, drums etc. shown at the matchline on MT058 aren't shown on MT057. Clarify limits of traffic control on MT057.	This was addressed by Addendum No. 4 dated August 13, 2021.
66	We have the following questions regarding dewatering and water treatment:	
67	a. Has the Port Authority already applied and obtained Dewatering permit for this project? It takes around 6 months or longer to obtain DEP Discharge permit. b. Who is responsible for the discharge fee? c. Is the ground water deemed to be clean or contaminated for bidding purposes? d. Is the contractor responsible for installing and maintaining water treatment system? If so, what are the minimum requirements for the capacity of the water treatment system? e. Who is responsible for all testing of contaminated water if there is contaminated water? f. We are allowed to do our surcharge operation without being required to keep the groundwater elevation at the and/ or below any certain elevation.	a. Refer to Contract Drawing N001, Groundwater Dewatering Discharge Notes 3 & 4 and Work on ConRail Property Note 3. Bid as shown. b. Refer to Contract Drawing N001, Groundwater Dewatering Discharge Notes. Bid as shown. c. Refer to Contract Drawing N001, Groundwater Dewatering Discharge Note 3. Refer to Contract Drawing G004, General Note 20.22. Bid as shown. d. Refer to Contract Drawing N001, Groundwater Dewatering Discharge Note 3. Bid as shown. e. Refer to Contract Drawing N001, Groundwater Dewatering Discharge Note 3. Bid as shown.
68	Please provide the anticipated surcharge settlement so we can accurately quantify earth moving activities.	Refer to Contract Book, Clause 10 on Pages 10 through 17.
69	Refer to Section 144 Conditions and Precautions of the contract documents, drainage and utility plans, drawings C501 to C519, electrical drawings E001, E002, E201 to E212. From the plans and site visit, in addition to underground utility conflicts and interferences, there are numerous overhead utilities that are in direct conflict with the proposed work in the bid documents. (Over 100 poles and their associated facilities have been identified.) While the plans indicate the existing utility poles, we have been unable to identify where the overhead utilities will be relocated, what is required by the contractor, layout etc, before the utility will relocate their facility, support and coordination that may be required, and time to anticipate regarding the relocations of their facilities. (We acknowledge that there is some discussion regarding overhead utilities in Section 144, however, the discussion does not answer the questions.) Please, identify where in the documents these utility relocations are addressed, and what is required by the contractor, and what the contractor should anticipate in its bid and schedule? Is there utility agreement(s) in place for this work? Will the agreement be provided to the contractor prior to bid? This work clearly affects the sequence of the work in the project and impacts the effort required to complete the Project within the durations required by the contract.	This was addressed by Addendum No. 4 dated August 13, 2021.
70	Please confirm whether contractor will be required to provide a field office for on-site engineer or construction management personnel. If so, please provide specifications for this office defining the minimum square footage; required proximity to job site; required furnishings / appliances / office technology; required monthly utilities / services; and required number of parking spaces.	Refer to Contract Book, Page 217, Clause 132.
71	Has the owner established Force Account for all work that we need to perform adjacent to existing active railroad tracks? It is imperative to get the answer and have the Force account ready in order to implement the work according to schedule and Milestone 1, 2 and 3 requirements without having delays.	No change to Contract Documents. Bid as shown.
72	Drawing G1003, Part II Installation, Note 12 appears to have been cut short after the second line. Please revise the drawing to include the remaining text for this note.	This was addressed by Addendum No. 4 dated August 13, 2021.
73	Drawings C503 and C504 shows new subdrain structures C01-C06. Please provide detail drawing for the structure.	Refer to Contract Drawing C804.
74	Storm drainage drawings do not mention type of pipe that should be used. Specifications 334160 says that we can use RCP, DI, Polyethylene, or Polypropylene pipe. Does contractor allow to choose the type of pipe for the project? Please advise.	No change to Contract Documents. Bid as shown.
75	On plan sheet C522 there are six structures, C01-C06, listed on the Subdrain Table. Please provide a detail and/or description of these structures.	Refer to Contract Drawing C804.
76	The 16" water main shown on C502 at station 404+00, is this line anticipated to be removed and put back in the same place or will it be lowered/offset to accommodate the installation of the sewer pipe?	Refer to Contract Drawing C808.
77	Please reference plan Sheet C502 through C519. These plan sheets display that many existing electrical manholes will need to be raised to grade, that are not numbered, and do not display existing rim elevations. An example of this is located on sheet C512, at Corbin Street STA 215+05, along the West side of the street. Please confirm that the adjusting of these unnamed manholes will be under Unclassified Bid Item 23, "Adjust Existing CB/MH Frame & Grate to Finish Grade."	No change to Contract Documents. Bid as shown.
78	Please provide the current working pressures in the 12" and 16" water mains.	Refer to Contract Drawing C003, Water Supply Note WM-6.
79	According to contract drawings, all excavated soil is contaminated non-hazardous soil. a. Please let us know about what the testing requirements are for contaminated soil. b. Is the contractor responsible for any testing of contaminated soil testing and rehandling cost?	Response for a. and b. Refer to Contract Drawing N001, Soil and Ballast Disposal Notes and Work on Conrail Property Notes. Bid as shown.
80	The contract documents indicate a significant amount of utility relocations (By Others) in key areas of the project work zones. As indicated in Specification Section 144 Conditions and Precautions paragraph "Q", please provide a detailed schedule for ALL Utility's relocations by others including durations, moratorium restrictions and temporary bypass construction activities so that we may evaluate the impacts to the overall project schedule.	The requested information is not available at this time.
81	Refer to MPT drawings. In certain stages (4C and 5A/B/C/D, for example), show the contractor work area along a closed lane with active traffic lanes on one or both sides. In some cases, only Type III barricades or traffic drums are used to restrict traffic from entering the work zone. Please confirm whether contractor can substitute concrete barriers in these instances, improving safety. Additionally, please confirm that work in these stages (especially stages 4C and 5A/B/C/D) can be performed during standard day-shift work hours if contractor's crew is working behind a concrete barrier.	No change to Contract Documents. Bid as shown.
82	Regarding plan sheets E5201 and E5202, these drawings and the drawing insets are currently shown "Not to Scale". Please provide properly scaled drawings or the lengths of each individual ductbank/conduit run.	This was addressed by Addendum No. 4 dated August 13, 2021.
83	Refer to C001, C003 & C501-C519. The Analysis of Bid No. 11-14 call for the 'removal' of existing storm drainage and watermains. The Drainage & Utility Plans illustrate that all existing piping will be 'removed' based on the legend on C001. Yet, on C003 under Storm Drainage Notes, there is verbiage about abandoning existing piping in place with flowable fill. It would greatly benefit the Agency to allow contractors to have the option to either remove or abandon piping with flowable fill due to existing utility crossings, groundwater, and contaminated soils. Please confirm that contractors will be allowed to abandon existing piping in place with flowable fill.	No change to Contract Documents. Bid as shown.

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84	There is no payment item for the O-Cell, Item 12 is for the 6 ft Dia drilled shaft in soil, Item 13 is for the 5.5 ft Rock Socket, Item 26 is for Manning the Bi-Directional Cell Load Test. There are 2-Demonstration shafts, DS1 & DS2, Only DS2 will have the O-Cell. Is the cost of O-Cell will included in Item 12 or Item 13?	No change to Contract Documents. Bid as shown.
85	Is it PANYNJ's intent for line item #205 Total Construction Cost (Unclassified Only) on the Analysis of Bid table to match Section II Lump Sum for Unclassified Work in the schedule of values? If so, please clarify where the following scopes of work belong on the analysis of bid table to ensure consistency of Unclassified Pricing: • Fill Above Sand Blanket • General Embankment Fill not within items currently provided.	First question-No change to Contract Documents. Bid as shown. Second question-Refer to Analysis of Bid Item No. 201.
86	Please confirm what pay item would be utilized for the removal of the temporary barrier on the Corbin Street Ramp or will it be removed by the PA prior to the start of work?	Refer to Analysis of Bid Item No. 2.
87	Please clarify whether the following will be measured and paid per the classified work items: 1. asphalt for the Outer Port Street Temporary Roadway 2. temporary asphalt ramping between stages, if and where required	Refer to Analysis of Bid Item No. 2.
88	Reference is made to the contract drawings, Drawing Number GT008. Note 4 mentions that the existing overhead Verizon telecom line will be removed and relocated by others prior to the start of sheet pile installation, and to coordinate with the engineer to facilitate the removal and relocation of the overhead lines by others. Nowhere though does it mention how much time we are to anticipate for this removal and relocation by others to occur. Please advise on how much time we are to anticipate for the removal and relocation to take place.	The requested information is not available at this time.
89	Reference is made to the contract drawings, Drawing Numbers C101-C118 --- Removal Plans. There many existing utility poles which are called out to be removed and replaced by others. Nowhere though does it mention how much time we are to anticipate for this removal by others to occur. Please advise on how much time we are to anticipate for the removal of the existing utility poles to take place.	The requested information is not available at this time.
90	Refer to the list of Unclassified Work Items provided in the specifications document. Please define the scope limits of concrete work that shall be captured under the following items listed under "Structural - Corbin St. Ramp": (#88) Concrete in Substructure; (#92) Concrete in Superstructure; (#115) Concrete in Slab.	For Item No. 88, refer to Contract Drawings S098, S103, S106, S109, S112, S116, S120, S123 and S126. For Item No. 92, refer to Contract Drawings S086 and S087. For Item No. 115, refer to Contract Drawing S087 and Contract Drawing S089, Sections 7 and 8.
91	In reviewing the insurance requirements for this OCIP project, under 70. Insurance Procured By Contractor we note the following: Paragraph C. - The Contractor is required to purchase Railroad Protective(RRP) Liability for Conrail in the amount of \$5,000,000 CSL / \$6,000,000 Aggregate. The typical RRP policy for such exposures is \$2,000,000/ \$6,000,000. Is there a typo is this insurance requirement?	This was addressed by Addendum No. 5 dated August 24, 2021.
92	Are the overhead utilities (Utility Poles) that are indicated to be removed and replaced by others to be completed prior to the start of this project. If not what is the durations for those and how do they fit into the staging?	The requested information is not available at this time.
93	Please provide a traffic control plan for the installation on the Port St permanent road crossing. Plan sheet CS001 and CS801, sequence 3 indicates that this crossing installation occurs during stage 6A. However, plan sheets MT085 - MT089 do not provide traffic control to complete this crossing.	Refer to Contract Drawings MT038 through MT042 for work areas related to Stage 4A. Refer to Contract Drawings MT085 through MT088 for work areas related to Stage 6A. Refer to Contract Drawings C904 and C905. Refer to Contract Drawing CS001, Construction Sequence/Staging Requirements Notes. Bid as shown.
94	On plan sheets C505 and C506, there are catch basins shown with the symbol to convert these inlets to manholes. Please provide a detail and/or description for these proposed conversions	This was addressed by Addendum No. 5 dated August 24, 2021.
95	Please clarify if the reinforcement in the bridge deck and barrier parapets is galvanized or epoxy coated. Plan S065 (pg377) note 5 states that they should be epoxy coated. However, plan S066 note 5 states the reinforcement in the deck and parapet are to be galvanized. Also will the type of rebar be the same for Corbin Street Ramp deck & parapet?	No change to Contract Documents. Bid as shown.
96	DWG C-001 calls for "convert Catch Basin to Manhole". Hence please provide detail & the unclassified unit price item that this work shall be included under.	This was addressed by Addendum No. 5 dated August 24, 2021.
97	Can you provide allowable closure times for the NJTP ramps and roadways underneath the Port St and Corbin St structures?	Refer to Contract Book, Clause 145, A. 1.) c. and A. 3.) on Pages 272 and 273.
98	Please refer to C503, C516, C517. Borings with water levels were not provided in the general area. Please provide us with these borings to determine if dewatering is needed.	Refer to Contract Book, Clause 10 on Pages 10 through 17.
99	Please provide routing detail for bridge drainage pipe for Span 12 similar to that provided on sheet S062?	Refer to Contract Drawing S078.
100	Please reference the Corbin Street Ramp Framing Plans displayed on sheet S136 and S137. There are callouts between these 2 sheets that read, "CL Drainage Pipe." Please confirm that this is referring to the 8" Fiberglass Drainage pipe that connects adjacent scuppers. Additionally, as these scuppers are typically spaced about 100 linear feet apart, there are no details that indicate if any intermediate vertical pipe supports will be required between scupper locations. Please provide a detail for how and where the 8" Fiberglass Drainage pipes are to be supported at intermediate locations.	Refer to Contract Drawing S148.
101	I am interested in learning what the required architectural surface treatment is for Panynj invitation PN-654.001. I have attached drawing number S022 for reference	Refer to Contract Drawing S037.
102	Please confirm that for foundation installation for 1P, that an outage is required on the 138kv PSEG line due to its close proximity to the shaft. And if so, what is the outage schedule?	Refer to Contract Book, Paragraph K on Pages 265 through 267.
103	In Section 145 Hours of Work and Construction Staging indicates that in Stage 3 Item F that all Foundation and Steel work is Nighttime Hours. Please confirm that the Foundations for the Corbin Street that are outside Conrail property fence need to be installed during Nighttime operations and day work is not allowed.	Refer to Contract Book, Clause 145 on Pages 272 through 275. Refer to Contract Drawings CS301 and CS302. Bid as shown.
104	In Section 145 Hours of Work and Construction Staging Item B Construction Staging 4.f indicated that all Foundation Work is during "Nighttime Hours" We assume that note only pertains to the drilling of the shafts for the foundations only. Please confirm that the above grade Pier work and other miscellaneous construction activities can be performed during regular day shift hours on Conrail property.	Refer to Contract Book, Clause 145 on Pages 272 through 275. Refer to Contract Drawings CS301 and CS302. Bid as shown.
105	Corbin street Demo Plans S090-S095 indicate that the existing Piles and Pile Caps are to remain. This seems to be in direct conflict with installing the proposed drilled shafts/Piles and proposed pile caps. Please indicate how the contractor will be paid for Drilled shaft/Pile obstructions?	Refer to Contract Drawings S096 and S097. Revised response (8/26/21): Refer to Contract Drawings S096 and S097. Refer to Contract Drawing G004, General Note 20.33. Refer to Contract Book, Page 1068, 1.05 A. 5.
106	Due to the site & time constraints for the erection of the Corbin Street Ramp Spans 1 & 2 over the tracks it is required to keep the crane on site between tracks 2 & 7 during the nonwork day shifts until all girders & pier caps are erected in these spans. Contractor will coordinate with Conrail to ensure the crane is left in a safe position during non-working daytime hours. Please confirm that this is acceptable. The same situation/confirmation is also requested for drilled shaft and pile driving rigs.	Refer to Contract Book, Clause 144, Paragraph E. on Pages 248 through 254.
107	Could you please let us know who is responsible for obtaining the permit for removing and installing the existing Railroad tracks that is a part of our contract scope of work?	Refer to Contract Book, Page 248, Paragraph E. 4.)
108	Could you please let us know who is responsible for obtaining the permit for removing and installing the existing Railroad tracks that is a part of our contract scope of work?	Refer to Contract Book, Page 248, Paragraph E. 4.)
109	Contract Book section 144. Conditions and Precautions subsection "J" - Work on Williams Property" note # 5 requires William's engineer to be notified 12 months and then 6 months prior to commencing work on Stage 3B. a. Please advise if the PANYNJ has already notified Williams of this project and if the 12 month notification can be reduced, allowing the Contractor to start phase 3B sooner than 12 months after NTP b. For the benefit of the PANYNJ for early use of the Corbin St. viaduct ramp, would the PANYNJ consider making the 12 month notification prior to contract award? c. Please provide the contact name and info from Williams Property with whom the PANYNJ has been in contact with during the design stages of this project.	No change to Contract Documents. Bid as shown.
110	Please confirm that the contractor will be reimbursed for all permit costs associated with any Conrail permits that are required, as indicated in Section 144 Conditions and Precautions Section E paragraph 14	Refer to Contract Book, Page 248, Paragraph E. 4.)
111	Refer to pg. 74 of the Contract Book ("Chapter III: Provisions Relating to Time"). Section 41, bullet point III states "Complete all Work within 1650 calendar days after receipt by him of the acceptance of his Bid". Please confirm whether this statement refers to Substantial Completion OR Final Completion. If referring to Final Completion, please provide an approximate duration of closeout & punchlist work items that contractor will be required to complete between Substantial and Final completion.	Refer to Contract Book, Clause 60 on Page 93. Also refer to Clause 58 on Page 92 and Clause 59 on Pages 92 and 93.
112	Reference Contract drawing GT007, Section 1 "Sand Blanket and Fill above Sand Blanket Notes": "Item 1. Sand Blanket and fill above sand blanket are material to be placed at or above the regraded subgrade." Reference Section Details on Contract Drawings GT009 and GT010. These section details indicate that the sand blanket lies beneath the proposed subgrade, and is to be placed on top of existing grade. Please clarify the location/layer/limits of the sand blanket placement.	This was addressed by Addendum No. 4 dated August 13, 2021. Also, refer to Contract Drawing GT007, Note II. Sand Blanket and Fill Above Sand Blanket Placement Sequence, 2.D., 3.A. and 3.B. Bid as shown.
113	The Analysis of Bid document has item #172 Imported I-12 Soil (cubic yard unit) associated with the precast modular wall. The plans do not indicate the limits of this imported I-12 soil. Please provide the limits so that this item can be priced appropriately.	This was addressed by Addendum No. 4 dated August 13, 2021.

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114	Plan sheets S001 through S301 indicate specifically where temporary sheeting/left in place is needed for any excavation for bridge elements adjacent to Conrail tracks. We assume PANYNJ has investigated Conrail's CE-6 document, specifically DWG NO. SK-1 (SK-1) and determined which excavations need temporary sheeting/left in place and indicated such in the "S" plan sheets. Please confirm.	No change to Contract Documents. Bid as shown.
115	Plan sheets S123 through S128 indicate that an open sloped excavation at the crash walls for Unit 3 (Concrete Slab Units) is allowed in very close proximity to Conrail tracks and complies with SK-1. Please confirm.	No change to Contract Documents. Bid as shown.
116	Plan sheets S102 through S105 indicate that an open sloped excavation at the western pile caps for the Approach Structure is allowed in very close proximity to Conrail tracks and complies with SK-1. Please confirm.	No change to Contract Documents. Bid as shown.
117	In The contract Book, under Specs section 316401-4 Page 1087, section 4.C states, "The contractor shall prepare & submit, in the for of a report, four copies of the CSL results to the engineer within three days of completion of CSL test at each drilled shaft." However, Railroad Crossing Warning Structures, Drilled Shaft Type 2 on sheet S210 does not call out or show any CSL tubes nor any notes on sheet. Please advise if drill shaft type 2 requires CSL tubes.	Refer to Contract Drawing S210, Drilled Shaft-Type 2 Detail. Bid as shown.
118	Reference Contract Drawing GT005 "Port Street Retaining Wall System Notes and Sections", Section II "Temporary Steel Sheet Piles (TSSP)". Note 5 states: "Install TSSP (Temporary Steel Sheet Piling) to Elevation -18 and refusal on decomposed rock or bedrock..." However, borings S529, S530, 3-392 and 3-393 taken in this area do not appear to show rock or bedrock at or above elevation EL -18. Please clarify if the acceptance criteria for this sheeting is refusal or tip elevation.	Refer to Contract Drawing GT005, Temporary Steel Sheet Piles (TSSP) Note 5. Bid as shown.
119	In the Appendix section of the contract book PBN-654.001, we were provided several different documents in regard to DBE participation. Are any of these forms required for bid submission? If so, please let us know specifically which Appendix sections need to be part of the Bid Submission. Also, please note that on page 19 of the contract book PN-654.001 under section "C. DBE Goal," it states that "The Authority's Office of Business Diversity and Civil Rights has established a goal for DBE participation on this Contract, which the bidder will be required to show how it will meet, if awarded this contract."	Refer to Contract Book, Clause 4 on Pages 5 through 7, especially Page 6, C. 8.).
120	There are several areas on the project where the proposed foundations are in close proximity to major existing utilities. From our experience with working with these utility companies, (PSEG/Colonial Pipeline/Williams Pipeline/Verizon) there will be a substantial requirement to provide protection and minimize equipment loading in and around their facilities. Due to the nature of the proposed work, there will be a need for significant sized drill rigs and cranes (+/- 300,000 # Equipment) working on top of these utilities. The contract is remise in providing temporary design parameters and details on what are the requirements and expectations are from the Utility owners to protect their pipelines. It is conceivable that an intricate temporary platforms/trestle could be required in several areas to reduce additional loading on the utility. The temporary design could require additional drilled shafts and/or piles to reduced additional loading. The extended design review and construction time could adversely affect the schedule if the utility companies have not participated in predesign reviews before the bid. We are requesting to be provided the customary temporary design concepts and parameters needed from each utility owner in order for us to properly formulate our bid.	Refer to Contract Book., Clause 115 on Pages 188. through 193. Also refer to Clause 144. on Pages 247 through 272. Bid as shown.
121	Please see unclassified work item #162 "Permanent Landscape Maintenance During Construction." Please confirm the exact duration of maintenance for this lump sum item. The spec is unclear and does not tell us exactly how long the maintenance has to occur. The item description says, "During Construction," so does this mean that maintenance needs to occur for 54 months? Or is it acceptable to do all tree and lawn plantings at the end of our project and only maintain towards the end? Please advise.	Refer to Contract Book, Page 1329, 1.01 A.
122	There are two different contracts, but we only have one bid bond form for contract PN-654.001. Do we need a single bid bond showing the names of BOTH contracts or do we need one bid bond for each contract for a total of two bid bonds? Please advise on how to acquire a bid bond for these contracts.	Refer to Contract Book, Page 3, D.; Page 49, sixth paragraph; Page 57, second paragraph; Page 63.
123	How is the bid bond to be submitted? Is it acceptable to scan the signed hard copy of the bid bond and submit it electronically or do you need a signed hard copy on bid submission day?	Refer to Contract Book, Page 1, fourth paragraph and last paragraph.
124	Refer to Bid Submission Checklist item # 28 "Price for Maintenance, bidder's name, signature and title." Please confirm that the ONLY sheets to be submitted with the bid book are sheets M1 through M14 in contract book PN-654.001M. If any other sheets need to be submitted as part of the electronic bid submission, please let us know.	Refer to Contract Book, Page 1, fifth paragraph.
125	There was an updated version of division 3 section 031150 where some of the requirements for this bridge work is mixed up with building forming requirements and some that I am looking for an explanation on: 1) 1.07-A-2-a There is a requirement to attempt to furnish the material from within a 500-mile radius. Is there a reason for 500 miles? There are only two bridge deck manufacturers East of the Mississippi. One is in Pennsylvania the other is in Alabama. We have a longstanding relationship with the plant in Alabama and do not plan on cutting them out of only PANYNJ projects. 2) 3.01-A-6 "Bridge deck metal for units shall be welded to deck form supports." / 3.01-B-1 "Puddle welds spaced no more than 12 inches" / 3.01-B-2. 3) 3.01-F Closure angles are also typical just mechanically fastened.	This was addressed by Addendum No. 7 dated September 9, 2021.
126	Regarding note L.11 on plan sheet S004. This note reads that concrete placement with "any" dimension of its three dimensions greater than 3 feet is treated as mass concrete. This would essentially equate to every concrete placement on the job to be mass concrete which we believe is not the intent. It would seem the note should be revised to read that concrete placement with "ALL THREE OF ITS DIMENSIONS GREATER THAN 3 FEET IS TREATED AS MASS CONCRETE." Please clarify.	This was addressed by Addendum No. 7 dated September 9, 2021.
127	In Section 145 Hours of Work and Construction Staging Item B Construction Staging 4.f indicated that all Foundation Work is during "Nighttime Hours" We assume that note only pertains to the drilling of the shafts for the foundations only. Please confirm that the above grade Pier work and other miscellaneous construction activities can be performed during regular day shift hours on Conrail property.	Refer to Contract Book, Clause 145 on Pages 272 through 275. Refer to Contract Drawings CS301 and CS302. Bid as shown. Revised response (9/9/21): In addition to the previous response, this was also addressed by Addendum No. 7 dated September 9, 2021.
128	GT003 indicates in General Note # 9 that all piles get extracted prior to the installation of the drilled shafts for the Port Street Bridge Pier. This is inconsistent with the notations on the plan sheets S021-S024 which indicate the existing piles to remain. Please clarify if all of the piles are required to be removed and which pay item shall that work be included under. Also, does this note pertain to the existing Port Street Abutment Piles?	This was addressed by Addendum No. 7 dated September 9, 2021.
129	Specification section 145.B.4.f states that "Foundation Work and superstructure steel Work in Sub-Stage 3B shall be performed during "Nighttime Hours"." However contract drawing CS301 declares that Stage 3A is the foundation and pier work for Stage 3B. Please clarify what Sub Stage the foundation and pier work will take place in. Please also clarify the allowable hours of work for Stage 3A and 3B.	This was addressed by Addendum No. 7 dated September 9, 2021.
130	In accordance with Paragraph 14 for the above referenced bid, we're submitting the question below: Structural Concrete Note 11 on Drawing S004 states that any placement in which the concrete dimensions in any (emphasis added) of the three directions are greater than three feet shall be identified and treated as mass concrete. This appears to be a typo and conflicts with the project's specifications. If the note as written remains unchanged it will result in excessive unnecessary costs to the project as virtually all concrete pours would be considered mass concrete, such as parapets, bridge decks, approach slabs, headers, etc. We believe the note should be revised to state any placement in which the concrete dimensions in ALL of the three directions are greater than three feet shall be identified and treated as mass concrete, which would follow typical industry standards. Also, please clarify that drilled shaft concrete is not considered mass concrete. Per industry standards drilled shaft concrete is not considered mass concrete even though drilled shaft dimensions are typically greater than 3' due to nature of the concrete mixes and methods of construction.	This was addressed by Addendum No. 7 dated September 9, 2021.
131	Plan sheet S155 indicates a constant 4% cross slope on the Corbin Street elevated slab (deck). However the top of deck elevations given on sheet S153 do not calculate to the 4% cross slope. Please clarify.	This was addressed by Addendum No. 7 dated September 9, 2021.
132	Please provide the number of Conrail trains per day that pass thru the work area. This information is necessary to get the necessary Railroad Insurance for this project.	The requested information is not available at this time.
133	Please clarify the scope of work for the FAPS track between Sta. 919+00 to Sta. 924+64.26. Plan sheets C310 and C904 indicate that this work to be constructed per the Track in Open Areas detail on plan sheet C911. However, plan sheet CS001, note 4 indicates that the ties are to be replaced and the existing track is to be realigned.	This was addressed by Addendum No. 7 dated September 9, 2021.
134	There are some discrepancies between the Drilled shafts dimensions (Outer dia & Casing wall thickness) shown on Table 1, Dwg # GT003 and the details shown on S-113, S-117, S-124. Please advise if, Table 1 on Dwg GT003 is to be used for bidding.	This was addressed by Addendum No. 7 dated September 9, 2021.
135	Please clarify the shaft size for Corbin St Bridge Piers 13P and 14P. The table on plan page GT003 lists the casing diameter as 4.0' and the socket diameter as 3.5' for these shafts. This conflicts with Drawings S123 and S124 which show these as having a 3.0' casing and a 2.5' rock socket (only Pier 21P is called out as the larger size in the sections on S124). Please revise the plans and bid proposal quantities as appropriate.	This was addressed by Addendum No. 7 dated September 9, 2021.

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136	With the exception of Drawing Nos. S126-S128, the notes on the various Structure Drawings indicate which type of rebar is required for each of the drilled shaft rebar cages. Please confirm that all rebar in the drilled shafts for Piers 10P, 11P, 16P, and 17P are uncoated and add a note to Drawing Nos. S126-S128.	This was addressed by Addendum No. 7 dated September 9, 2021.
137	Refer to DWG CS01 Note 2, which vaguely defines the work to be done by contractor and by others related to the PSE&G & gas work. Please clarify what scope of private utility work must be performed by the contractor. Will contractor be required to subcontract an approved PSE&G contractor, or will the Port Authority hire the sub for this private utility work?	This was addressed by Addendum No. 7 dated September 9, 2021.
138	Pertaining to the casing thickness for the drilled shafts: a. Table 1 on GT003 calls for a 0.75" thick steel casing for Pier 2P. Detail S4 on S110 calls for 0.5" thick steel casing. Please clarify the steel casing thickness for Pier 2P. b. Table 1 on GT003 calls for a 0.75" thick steel casing for Pier 3P. Detail S4 on S113 calls for 0.5" thick steel casing. Please clarify the steel casing thickness for Pier 3P. c. Table 1 on GT003 calls for a 0.75" thick steel casing for Pier 4P. Detail S4 on S117 calls for 0.5" thick steel casing. Please clarify the steel casing thickness for Pier 4P.	This was addressed by Addendum No. 7 dated September 9, 2021.
139	Specification Section 330131, Paragraph 1.03 A states to clean pipes and structures shown on the contract drawings or as directed by the engineer. In the absence of any information shown on the drawings, please clarify the limits of cleaning the existing pipes and structures required in the contract.	This was addressed by Addendum No. 7 dated September 9, 2021.
140	Drawing CS10 and CS11 shows 4" to 21" high post to be installed above the Colonial pipeline. Please advise if this work will be done by "OTHERS" as "FIELD ORDERED WORK" or by General Contractor.	This was addressed by Addendum No. 7 dated September 9, 2021.
141	Drawing CS01 note 1 says that adjustment of existing manhole to finished grade elevation works shall be completed by an entity approved by the respective utility companies. Will this adjustment for PSE&G Electric+Gas and Verizon communication Manhole be done by "OTHERS" (General Contractor not responsible for the cost)? Please advise.	This was addressed by Addendum No. 7 dated September 9, 2021.
142	Drawing CS01 note 1 says the adjustment of existing manhole to finished grade elevation works shall be completed by an entity approved by the respective utility companies. Please provide the list of all companies that approved by different utilities providers (Gas, Electrical, Telecommunication, and Water) if the General Contractor need to carry the cost of adjustment.	This was addressed by Addendum No. 7 dated September 9, 2021.
143	On Dwg S039 the depth of the footing is 7'-6" in Section S1 & 7'-0" in Section S2. Please clarify which is correct.	This was addressed by Addendum No. 7 dated September 9, 2021.
144	Sheet S137 has a call out on the West side of Pier 5P for Detail S4 on Sheet S167. This detail is not displayed on sheet S167. Please provide Detail S4.	This was addressed by Addendum No. 7 dated September 9, 2021.
145	Drawing CS301 has a note saying "Stage 3A is the foundation and pier work for Stage 3B. There is no MOT required for Stage 3A." Division 01 General Provisions subsection 145 - Hours of Work and Construction Staging, paragraph A.4.f, page 274, states "Foundation work and superstructure steel Work in Sub-Stage 3B shall be performed during "Nighttime Hours." Without any further clarifications these notes contradict each other in regards to the working hours for the foundation work. Please clarify the work hours for the foundation and pier construction for the Corbin Street Ramp Bridge.	This was addressed by Addendum No. 7 dated September 9, 2021.
146	Division 01 General Provisions subsection 145 - Hours of Work and Construction Staging, paragraph A.4.b, page 274, states "Sub-Stage 3A Work may be performed concurrently with Stages 1 and 2." Stages 1 and 2 do not have any work hour restrictions so this work can be performed during the day. Drawing CS301 has a note saying "Stage 3A is the foundation and pier work for Stage 3B. There is no MOT required for Stage 3A." Please confirm that there are no work hour restrictions for the construction of the foundations and piers for the Corbin Street Ramp Bridge.	This was addressed by Addendum No. 7 dated September 9, 2021.
147	Please reference Unclassified Bid Items 110 and 80, for the conduit embedded in the proposed bridge parapets. The names of these bid items are, "Rigid Non-Metallic Conduit, 3 inches." Sheets S154-S156 indicate that these conduits are to be rigid metallic conduit. Please clarify what type of conduit is to be embedded in the bridge parapets.	This was addressed by Addendum No. 7 dated September 9, 2021.
148	Reference Drawing CS001 - Faps Lead Track Sequence of Construction Note 4 states to replace ties and realign the existing track from 919+00 to 924+64. Please advise with respect to the following: a. Please provide a quantity of ties to be replaced or include this scope as part of "Field Order Work". b. Most of the track ballast within these limits is extremely fouled with mud and in poor condition making the realignment and re-profiling operation difficult. The ballast should be removed and replaced with clean stone. Please advise.	a. This was addressed by Addendum No. 7 dated September 9, 2021. b. No change to Contract Documents. Bid as shown.
149	Reference Drawing C911 - Temporary Grade Crossing Detail - This detail shows a full depth newly constructed track structure with 136#RE CWR, ties @19.5" on center, pandrol tie plates, screw spikes, "e" clips and a protective cap over the clip. The existing track structure on either side of the existing Inner Port St. grade crossing where the temporary paving is to be installed consists of 136# jointed rail with standard AREMA cut spike tie plates. Please advise if it is the intent to reconstruct the track to match the detail on Drawing C911 or simply pave the track as it exists.	This was addressed by Addendum No. 7 dated September 9, 2021.
150	Reference Drawing C911 - Temporary Grade Crossing Detail - This detail shows a full depth newly constructed track structure with 136#RE CWR, ties @19.5" on center, pandrol tie plates, screw spikes, "e" clips and a protective cap over the clip. The existing track structure on either side of the existing Inner Port St. grade crossing where the temporary paving is to be installed consists of 136# jointed rail with standard AREMA cut spike tie plates. Please advise if it is the intent to reconstruct the track to match the detail on Drawing C911 or simply pave the track as it exists.	This was addressed by Addendum No. 7 dated September 9, 2021.
151	Plan sheets S008 and S016 appear to indicate the modular retaining wall is to have a 90 degree corner and butt into the new southeast wingwall. However, plan sheet GT006 does not match this layout for the retaining wall into said wingwall. Moreover, sheet GT006 starts the retaining wall at WP 1 which appears to not coincide with the corner point. Please clarify the layout and limits of this retaining wall.	This was addressed by Addendum No. 7 dated September 9, 2021.
152	Drawing CS01 note 1 says that adjustment of existing manhole to finished grade elevation works shall be completed by an entity approved by the respective utility companies. Will this adjustment for PSE&G Electric+Gas and Verizon communication Manhole be done by "OTHERS" (General Contractor not responsible for the cost)? Please advise.	This was addressed by Addendum No. 7 dated September 9, 2021.
153	Drawing CS01 note 1 says the adjustment of existing manhole to finished grade elevation works shall be completed by an entity approved by the respective utility companies. Please provide the list of all companies that approved by different utilities providers (Gas, Electrical, Telecommunication, and Water) if the General Contractor need to carry the cost of adjustment.	This was addressed by Addendum No. 7 dated September 9, 2021.
154	Removal drawing C103 calls out for the "Remove concrete sign Structure Foundation" however there is not note on who will remove the actual cantilever signs. Location of structure is at the intersection of Port street and Outer Port Street top of page C103.	This was addressed by Addendum No. 7 dated September 9, 2021.
155	On plan sheet CS07 it indicates drainage structures MH P30 and MH P16 to be catch basins converted into a manhole, and on CS21 the drainage table indicates two new manholes to be installed. Please clarify.	This was addressed by Addendum No. 7 dated September 9, 2021.
156	Please provide a detail of the proposed "2" air valve" as shown on the water main on plan sheets C503 & S11.	Refer to Contract Book, Pages 1351 through 1361.