STATE OF NEW JERSEY
SCHOOLS DEVELOPMENT AUTHORITY
1 WEST STATE STREET
P.O. BOX 991
TRENTON, NJ 08625-0991
609-943-5955

Addendum # 2

NJSDA
1 West State Street
Trenton, NJ 08625
Phone: 609-777-1494

Date: August 15, 2011

PROJECT: # JE-0028-N01

DESCRIPTION: Abatement, Demolition, and Site Improvements

This addendum shall be considered part of the Bid Documents issued in connection with the referenced project. Should information conflict with the Bid Documents, this Addendum shall supercede the relevant information in the Bid Documents.

1. Masonry/concrete crushed and used onsite for backfill is not allowed per specification.

01010 Summary of Work specifies that soil from the on-site piles and imported certified clean soil shall be used to fill the basements and grade the site. The concrete shall not be crushed and used on site because of the potential for noise and dust impacts to the community. Further, no specification for crushing concrete was provided in the bid package.

2. The structural integrity of the buildings is verified in letters from the structural engineer from AECOM dated March 25, 2011 and November 17, 2009 attached herein.

01010 Summary of Work specifies that the abatement shall be completed prior to demolition. John Cummings (AECOM) provided a brief inspection of the buildings on 3/22/2011. His findings are documented in a memo dated 3/25/2011. He determined that asbestos abatement can be performed in the buildings with the conditions outlined in the memo, e.g., roof shoring and incremental removal with attention to the condition of the structural systems.

3. A wet demolition is not called for on this project.

The attached letter from John S. Cummings, PE, structural engineer for AECOM has stated in his report of March 25, 2011 paragraph 2, bullet #3, that he is not recommending a wet demolition for this project. Standard dust control procedures to manage same shall be used in accordance with the specifications.

End of Addendum No. 2

Bruce Lieblich

NJSDA August 15, 2011
Bruce Lieblich, Project Manager

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Acknowledgement of Receipt of Addendum

Contractor must acknowledge the receipt of the Addendum by signing in the space provided below and returning via fax to (609-656-7232). Signed acknowledgement must be received prior to the Bid Due Date. Acknowledgement of the Addendum must be made in Section E.6 of the Price Proposal Submission.

_____ _____
Signature Print Name

_____ _____
Company Name Date

Memorandum

To	Judd Cross (NJSDA)	Page	1
CC	Carl Valenti (NJSDA)		
Subject	Early Childhood Center #13 Former Bank and Railroad Station Buildings Site Visit on March 22, 2009		
From	John Cummings		
Date	March 25, 2011		

On March 22, 2011, John Cumming representing AECOM met Carl Valenti, the Project Manager for the New Jersey Schools Development Authority at the sites of the former Train Station and Bank buildings, 395-397 and 391 Martin Luther King Dr., Jersey City NJ. The purpose of the site visit was to briefly re-inspect the former train station and bank buildings located at 395-397 and 391 Martin Luther King Dr., Jersey City NJ, respectively. A similar inspection was performed by AECOM on November 12, 2009. Since that time, selective demolition was completed on the former bank building.

The condition of the two buildings remains mainly unchanged following AECOM's initial structural inspection. The recommendations stated in the memo from AECOM documenting the initial evaluation dated November 17, 2009 stand. The observations and recommendations from the initial evaluation are as follows:

- The former bank building is a steel-framed, two story structure. The ground floor, mezzanine and roof deck structures are of similar construction and condition: cast-in-place concrete arches carried by steel beams and girders; steel columns and masonry bearing walls. Despite the heavy corrosion on the surfaces of the steel members and the corrugated form pans of the concrete floor arches, no obvious signs of severe structural distress were noted, consistent with the findings of Yu & Associates/Clarke Caton Hintz, as reported February 4, 2004. Yu & Associates/Clarke Caton Hintz proposed this building as a candidate for re-use.
- The former railroad station building is a one story structure with a wood-framed roof. The ground floor appears to be either wooden platforms above crawl spaces or a CIP concrete slab above the basement carried by steel beams and concrete basement walls. The brick bearing walls and the steel and concrete basement elements appeared in fair condition, in need of repair but intact and serviceable. The wooden roof was mainly covered by finish materials, but where visible, showed signs of local distress and water damage. Yu & Associates/Clarke Caton Hintz recommended that this building be demolished. It should be demolished, however, it is possible to remove asbestos containing materials without causing partial or complete collapse of the roof or walls, if due care is exercised before and during removal.
- AECOM does not recommend overall "wet" demolition but does recommend that asbestos containing material removal be performed incrementally with constant attention to the condition of the structural systems. The building structures should be inspected by qualified professionals during removal and shoring should be provided by the Contractor as required. Prior to removing large ceiling areas, small ceiling panels should be removed to access and inspect the underlying structure. Any clearly suspect structures should be then shored before proceeding with asbestos containing material removals.

As part of the latest inspection (March 22, 2011), AECOM observed the roofs which would be accessed to remove roofing materials from both buildings. Access to the top of the single story railroad building should be restricted due to visible water damage and the weathered condition of the wood

deck planks and joists. Over the peaked area, much of the built up roofing is missing and weathered wood deck planks exposed.

Before workmen or equipment are permitted upon the railroad building roof, the roof should be inspected hands-on from below, which would require removing finish materials to expose the underside of the wood deck planks and joists. Based upon what is observed during the inspection, a decision should be made whether shoring is needed before added loads are applied to the top of the roof. Severe degradation of the former bank building roof was not observed but as a precaution, the roof structure should be inspected and shoring needs considered at the time asbestos containing material removal will be conducted.

Memorandum

To	Aidita Milsted	Page	1
CC	Paul Mock		
Subject	Early Childhood Center #13 Former Bank and Railroad Station Buildings Site Visit on November 12, 2009		
From	John Cummings		
Date	November 17, 2009		

On 11/12/09, John Cummings and Kevin Seise representing AECOM, met C.Aidita Milsted, the Project Manager for the New Jersey Schools Development Authority at the sites of the former Train Station and Bank buildings, 395-397 and 391 Martin Luther King Dr., Jersey City NJ. We briefly walked though the buildings and discussed demolition options and procedures.

The building interiors are in an apparent, advanced state of deterioration, and it was previously assumed that the structural systems of these buildings are unstable. It was therefore assumed that conventional abatement of asbestos containing finish materials could not be safely conducted and that overall "wet" demolition is necessary. The "wet" demolition would result in all demolition debris, asbestos containing or not, being categorized as asbestos containing material (ACM), rather than the specific finish and other materials where the presence of asbestos has been confirmed.

The former bank building is a steel-framed, 2 story structure. The ground floor, mezzanine and roof deck structures are of similar construction and condition: CIP concrete arches carried by steel beams and girders, steel columns and masonry bearing walls. Despite the heavy corrosion on the surfaces of the steel members and the corrugated form pans of the concrete floor arches, no obvious signs of severe structural distress were noted, consistent with the findings of Yu & Assoc/ Clarke Caton Hintz, as reported 2/4/04. Yu et.al. proposed this building as a candidate for re-use.

The former railroad station building is a one story structure with a wood-framed roof. The ground floor appears to be either wooden platforms above crawl spaces or a CIP concrete slab above the basement carried by steel beams and concrete basement walls. The brick bearing walls and the steel and concrete basement elements appeared in fair condition, in need of repair but intact and serviceable. The wooden roof was mainly covered by finish materials, but where visible, showed signs of local distress and water damage. Yu & Assoc/ Clarke Caton Hintz recommended that this building be demolished. It should, however, be possible to remove asbestos containing materials without causing partial or complete collapse of the roof or walls, if due care is exercised before and during removal.

We do not recommend overall "wet" demolition but do recommend that ACM removal be performed incrementally with constant attention to the condition of the structural systems. The building structures should be inspected by qualified professionals during removal and shoring should be provided by the Contractor as required. Prior to removing large ceiling areas, small ceiling panels should be removed to access and inspect the underlying structure. Any clearly suspect structures should be then shored before proceeding with ACM removals.