

CITY OF VINELAND
DEPARTMENTAL REQUEST FOR PUBLIC BIDDING



1. NATURE OF REQUEST: AERIAL TRUCK REFURBISHMENT

2. ENGINEER'S ESTIMATE: \$ 60,000

(If Engineer's Estimate has been prepared by anyone other than the person signing this form, please attach a copy of said Engineer's Estimate.)

3. AMOUNT BUDGETED FOR THIS REQUESTED ITEM: \$ 60,000

4. BUDGETED ITEM: YES NO

(If no, is it an ordinance authorized material, service or supply?)

YES NO ORDINANCE NO.: _____

(B) Please identify the page number and line item appropriation sub-account:

Budget Page No. _____ Account No. 002-0-55-90-9003-2-9022000, E392

5. Check here if:

Federal Funds State Funds

UEZ Funds Davis Bacon Requirements

(If any of the above are checked, the project must be monitored by the department for compliance with prevailing wage rate policy and procedures.)

6. Date to be Advertised: August 13, 2013

7. Date to be Received: SEPT 24, 2013 WK

8. Date to be Awarded: OCT 22, 2013

9. Special Conditions or Instructions: _____

10. The following must be attached:

Summary of Project

Specifications

Plans (if applicable)

Bidders Mailing List (with emails of the vendor)

11. Specifications Prepared by: John Boyle, Supt. Distribution, x4295

(NAME, TITLE AND EXTENSION NUMBER)

12. Approved by:

[Signature]
SIGNATURE (DIRECTOR, DEPARTMENT HEAD, SUPERVISOR)

Send copies to:
Purchasing Department
Business Administration

AERIAL TRUCK REFURBISHMENT

SUMMARY OF BID REQUEST:

These bid specifications cover the scope of work for the refurbishment of ED-0040, 2008 GMC 7500 cab and chassis, utility body and bed, the dismount and destruction of existing VERSALIFT aerial lift, the furnishing and mounting of a new ALTEC TA-40 aerial lift, modifications to existing utility body, and the complete reassembly and delivery of the vehicle in operating condition to VMU yard located at 415 N West Ave, Vineland, NJ 08321.

This refurbishment will extend the useful life of vehicle by ten years, while improving the safety and performance of the aerial lift.

CITY OF VINELAND
DEPARTMENTAL REQUEST FOR PUBLIC BIDDING



1. NATURE OF REQUEST: Proposal for a selective catalytic reduction unit

2. ENGINEER'S ESTIMATE: \$ 2,300,000
(If Engineer's Estimate has been prepared by anyone other than the person signing this form, please attach a copy of said Engineer's Estimate.)

3. AMOUNT BUDGETED FOR THIS REQUESTED ITEM: \$ 10,000,000

4. BUDGETED ITEM: YES NO
(If no, is it an ordinance authorized material, service or supply?)

YES NO ORDINANCE NO.: 2012-36



(B) Please identify the page number and line item appropriation sub-account:

Budget Page No. _____ Account No. 022-0-00-00-2-7511700

5. Check here if:

Federal Funds State Funds

UEZ Funds Davis Bacon Requirements

(If any of the above are checked, the project must be monitored by the department for compliance with prevailing wage rate policy and procedures.)

6. Date to be Advertised: August 13, 2013

7. Date to be Received: September 24, 2013

8. Date to be Awarded: October 22, 2013

9. Special Conditions or Instructions: _____

10. The following must be attached:

Bidders Mailing List

Plans (if applicable)

Specifications

11. Specifications Prepared by: Joseph L. Colla, Principal Engineer, 4353
(NAME, TITLE AND EXTENSION NUMBER)

JLC 7/25/2013

Handwritten signature and date 7/25/13

12. Approved by: *Joseph L. Colla*
(DIRECTOR, DEPARTMENT HEAD, SUPERVISOR)

Send copies to:
Purchasing Division
Business Administration

Selective Catalytic Reduction Unit

A specification for the purchase of a selective catalytic reduction system has been prepared. The SCR will be installed on the combustion turbine located at west substation – West Unit 1 - in order to reduce emissions of nitrogen oxides. A reduction in emissions is required in order to comply with a New Jersey Department of Environmental Protection regulation that will go into effect on May 1, 2015. West Unit 1 began commercial operation in 1972. The generating unit has operated infrequently and is in very good condition. Installation of the SCR is economically justified based on annual carrying charges and fuel expenditures that are substantially less than energy and capacity payments to PJM if the combustion turbine was retired.