

RESOLUTION 2014-354

RESOLUTION OF THE TOWNSHIP OF BARNEGAT, COUNTY OF OCEAN, STATE OF NEW JERSEY, DENYING THE RELEASE OF A PERFORMANCE GUARANTEE FOR OCEAN ACRES, SECTION 5, SITE IMPROVEMENTS

WHEREAS, Walters Group, the developer of Ocean Acres, Section 5 has requested the release of a Performance Guarantee for Site Improvements; and

WHEREAS, the Township Engineer has inspected subject site, and recommends denying the release of the Performance Guarantee, Site Improvements for Ocean Acres, Section 5; now

THEREFORE BE IT RESOLVED by the Township Committee of the Township of Barnegat, County of Ocean, State of New Jersey that the request for the release of the Performance Guarantee, Site Improvements is hereby denied based on the recommendation of the Township Engineer, in his letter dated July 2, 2014 contingent upon the following items being completed:

Storm Structures

1. Submit two (2) video copies (in DVD format) of all storm sewer systems including all off-site connections. We recommend that the storm system be jetted clean prior to submittal to avoid resubmittal. Additionally our engineers office still does not have the inspection reports for all storm structures in this section and will complete our review once all inspections are submitted.
 - a. Missing pipe videos which still need review:
 - i. Manhole F-64A to Inlet F-8
 1. Survey Abandoned
 - ii. Manhole G-12A to Inlet G-14
 1. Missing video
 - iii. Inlet G-7 to Manhole G-4
 1. Wrong video/formatting issues
 - b. Bellow is a listing of all observed defects in the pipe, we recommend digging and inspecting at a minimum one out of every ten cracks that have been found in the supplied reports.
 - i. Inlet B-3 to B-2
 1. 213 ft at 9:50 minutes the pipe is broken and soil is visible 3 o'clock to 8 o'clock
 - ii. Inlet D-6 to Inlet D-5
 1. 11.6 ft at 1:30 minutes there is a spiral crack from 12 o'clock to 12 o'clock
 - iii. Inlet D-6 to Inlet D-7

1. 28.0 ft at 4:50 minutes there is a spiral crack from 12 o'clock to 12 o'clock
- iv. Inlet E-13 to Inlet E-12
 1. 191.7 ft at 10:10 minutes there is a break in the pipe with soil visible 12 o'clock.
- v. Inlet E-6 to Manhole E-8A
 1. 17.0 ft at 3:50 minutes the joint is offset and there is soil visible
- vi. Manhole F-6A to Inlet F-8
 1. 14.3 ft at 1:50 minutes the joint is offset and there is soil visible
 2. Survey abandoned at this point due to joint offset
- vii. Manhole G-4 to Inlet G-1B
 1. 5.3 ft at 0:60 minutes the pipe is broken from 12 o'clock to 12 o'clock at lift hole with soil visible at 6 o'clock and 12 o'clock

Miscellaneous

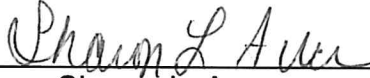
1. It should be noted that the Developer shall be responsible to complete all bonded items. In the event a bonded item(s) is not completed and is not listed on this punch list, the Developer is still required to complete the bonded item(s).

Drainage Inlets and Manhole Bond Release Inspection Results:

1. Heather Way
 - a. Inlet #F-5 – Reset Trash Shield
 - b. Inlet #F-7 – Reset Trash Shield
2. Catalina Way
 - a. Inlet #E-9 – Reset Trash Shield
 - b. Inlet #E-13 – Reset Trash Shield
 - c. Inlet #E-8 – Parge Around Pipe and Casting Bricks
3. Chance Drive
 - a. Inlet #D-1 – Remove Hanging Filter Fabric and Curb Pin from Inlet Bottom
 - b. Inlet #D-5 – Remove Asphalt Pile
 - c. Inlet #D-12 – Remove Filter Fabric Silt Protection
 - d. F.E.S. #D-13 and Scour Hole – Remove/Clean Out Vegetative Growth and Debris

CERTIFICATION

I, Sharon L. Auer, Acting Municipal Clerk of the Township of Barnegat, County of Ocean, State of New Jersey do hereby certify that the foregoing resolution was duly adopted by the Barnegat Township Committee at their regular meeting held on the 28th day of July, 2013, at the Municipal Complex, 900 West Bay Avenue, Barnegat, New Jersey.

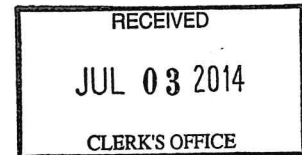

Sharon L. Auer
Acting Municipal Clerk

arh *adams, rehmann & heggan*
ENGINEERS
SURVEYORS
PLANNERS
associates, inc.

July 2, 2014

Sharon Auer, Township Clerk
Township of Barnegat
900 West Bay Avenue
Barnegat, NJ 08094

Re: Ocean Acres – Phase 5
Site Bond # 5012424
Blocks 92.49 through 95.59, 92.84 through 92.86
ARH #21-10007



Dear Sharon:

At the request of the Developer within the attached letter, we have reviewed the files relative to the performance guarantee for Section 5 of the above referenced subdivision. Based on our review there is still an outstanding punch list to be completed for this section. The most recent punch list, to this date, has been attached. Until this is rectified we request that the performance bond not be released.

Should you have any questions, please do not hesitate to contact me at (609) 561-0482.

Sincerely,

A handwritten signature in cursive script, appearing to read "Dan Corrigan".

Daniel C. Corrigan, E.I.T. *for*
David J. Cella, P.E., C.M.E.
Township Engineer

Enclosure

cc: David Breeden, Business Administrator
Christine Tvaroha, Finance / Escrow Department
Kevin Starkey, Township Solicitor (Starkey, Kelly, Kenneally, Cunningham and Turnbach, 1593 Rt. 88 West, Brick, NJ 08724)
Walters Development Co., LLC (500 Barnegat Boulevard North, Building 400 – Suite 402, Barnegat, NJ 08005)

DCC

w:\fileroom\cs\2110007\eng\cor\l_section 5 performance release review.docx



adams, rehmann & heggan
associates inc.
reply to hammonton

EMAIL MEMORANDUM:

To: Ron Goetz. (Walters Group)
From: Daniel Corrigan, E.I.T.
Date: June 10, 2014
Re: **Punch List 6-10-14**
Ocean Acres Section 5
Township of Barnegat
ARH #21-10007.05

After the recent review of the site we have revised the Punch list for this project as requested by the developer. Our office has reviewed the current on site conditions for the above referenced project and has produced the following list of outstanding items to be addressed:

Signs and Notifications

1. ~~The "25 MPH Speed Limit" sign on the left side of Heather Way is not visible due to the trees. It must be relocated for a higher visibility location.~~
2. ~~Each of the dead ends with barriers will require reflectivity as well as additional notification signage.~~

Concrete Work

1. ~~All public ADA ramps to be complete prior to release.~~
 - a. ~~8 ramps not completed:~~
 - i. ~~Cape cod Ave & Chance Dr. Northwest corner~~
 - ii. ~~Adrift Ave & Savannah Dr. West corner~~
 - iii. ~~David Dr. & Savannah Dr. West corner~~
 - iv. ~~Lookout Ave & David Dr. Northeast corner~~
 - v. ~~Lookout Ave & Adrift Ave Northeast corner~~
 - vi. ~~Lookout Ave & Catalina Ave Southwest corner~~
 - vii. ~~David Dr. & Farragut Ave North corner~~
 - viii. ~~David Dr. & Farragut Ave South corner~~
2. ~~All common area sidewalks, which is not directly adjacent to a resident's property, should be installed.~~

Utility Services

1. ~~Water Valve at Lookout Avenue & Catalina Avenue needs to be reset.~~
2. ~~Please confirm that all gas services proposed for the development are installed and complete.~~

3. ~~Provide confirmation from the Barnegat Water / Sewer Utility that there are no deficiencies of sanitary or water that may exist.~~

Storm Structures

1. ~~Check Inlet A 3 within the Savannah Drive Cul De Sac to determine if it is properly installed & remove materials clogging the inlet.~~
2. ~~The entire storm sewer system, including all off site connections to its outlet, must be as built (two {2} copies) by a licensed NJ Land Surveyor and so approved by ARH.~~
3. Submit two (2) video copies (in DVD format) of all storm sewer systems including all off-site connections. We recommend that the storm system be jetted clean prior to submittal to avoid resubmittal. Additionally our office still does not have the inspection reports for all storm structures in this section and will complete our review once all inspections are submitted.

a. Missing pipe videos which still need review:

1. Manhole F-6A to Inlet F-8
 - Survey abandoned
2. Manhole G-12A to Inlet G-14
 - Missing video
3. Inlet G-7 to Manhole G-4
 - Wrong video/formatting issues

b. Below is a listing of all observed defects in the pipe, we recommend digging and inspecting at a minimum one out of every ten cracks that have been found in the supplied reports:

1. ~~Manhole A 4 to Inlet A 2~~
 - ~~171.5 ft. at 10:55 minutes the joint is offset and soil is visible at 6 o'clock~~
2. ~~Manhole A 4 to Manhole A 5~~
 - ~~41.2 ft. at 2:50 minutes there are multiple cracks starting from the joint (more than 3 cracks in different directions)~~
3. ~~Manhole A 5 to Inlet D 1~~
 - ~~77.9 ft. at 5:00 minutes there is a crack in the pipe at 10 o'clock~~
4. ~~Inlet A 8 to Inlet B 2~~
 - ~~858.5 ft. at 5:10 minutes the joint is offset with soil visible~~
5. Inlet B-3 to Inlet B-2
 - 213 ft. at 9:50 minutes the pipe is broken and soil is visible 3 o'clock to 8 o'clock
 - 323 ft. at 20:50 minutes the joint is offset and possible soil visible.
6. ~~Inlet B 3 to Manhole B 5~~
 - ~~71.1 ft. at 3:08 minutes there is a break in the pipe from 4 o'clock to 5 o'clock~~
 - ~~111.1 ft. at 5:30 minutes the joint is offset with soil built up and further inspection recommended~~

7. Inlet D-6 to Inlet D-5
 - 11.6 ft. at 1:30 minutes there is a spiral crack from 12 o'clock to 12 o'clock
8. Inlet D-6 to Inlet D-7
 - 28.0 ft. at 4:50 minutes there is a spiral crack from 12 o'clock to 12 o'clock
- ~~9. Inlet D-7 to Manhole D-6~~
 - ~~• 7.3 ft. at 0:55 minutes there is a crack from 1 o'clock to 10 o'clock~~
 - ~~• 12.5 ft. at 2:45 minutes there is a crack from 1 o'clock to 7 o'clock~~
10. Inlet C-1 to Inlet C-2
 - 170.3 ft. at 9:30 minutes there is a possible break and recommended further inspection
- ~~11. Inlet D-10 to Inlet D-9A~~
 - ~~• 171.7 ft. at 8:30 minutes there is a tree branch in the pipe~~
- ~~12. Inlet E-10 to Inlet E-9~~
 - ~~• 171.7 ft. at 12:10 minutes there is a crack from 2 o'clock to 10 o'clock~~
 - ~~• 312.5 ft. at 17:10 minutes there is a crack from 2 o'clock to 7 o'clock~~
 - ~~• 313.2 ft. at 18:00 minutes there is a crack from 8 o'clock to 11 o'clock~~
- ~~13. Inlet E-1 to Inlet E-8~~
 - ~~• 80.1 ft. at 8:40 minutes there is a crack forming between 7 o'clock to 6 o'clock~~
 - ~~• 96.7 ft. at 10:50 minutes there is a crack forming between 12 o'clock and 2 o'clock~~
- ~~14. Inlet E-2 to Manhole E-5~~
 - ~~• 29.8 ft. at 3:50 minutes there are cracks spreading out in 4 directions from the lift hole and 2 of them make a spiral crack from 12 o'clock to 12 o'clock~~
- ~~15. Manhole E-5 to inlet E-4~~
 - ~~• 103.3 ft. at 11:50 minutes there are cracks spreading out from the joint and a break in the pipe from 3 o'clock to 8 o'clock~~
 - ~~• 109.3 ft. at 14:05 minutes there is a crack forming from 2 o'clock to 9 o'clock~~
 - ~~• 156.2 ft. at 19:20 minutes there is a crack forming at 12 o'clock running lengthwise from lift hole~~
 - ~~• 173.1 ft. at 22:45 minutes there is a spiral crack from 12 o'clock to 12 o'clock~~
 - ~~• 178.8 ft. at 24:30 minutes there is a possible crack 5 o'clock to 7 o'clock further inspection recommended~~
 - ~~• 229.7 ft. at 30:47 minutes there is a crack forming at 12 o'clock to 5 o'clock~~
- ~~16. Inlet E-4 to Inlet E-3~~
 - ~~• 11.4 to 14.5 ft. 2:00 minutes there is a possible crack forming at 9 o'clock further inspection recommended~~

- ~~19.3 ft. at 2:35 minutes there is a spiral crack from 12 o'clock to 12 o'clock~~
 - ~~23.8 ft. at 4:20 minutes there are multiple cracks spreading out from the joint (12 o'clock and 6 o'clock)~~
17. ~~Inlet E 13 to Inlet E 12~~
- ~~21.7 to 13.5 ft. at 1:52 minutes there is a crack running along 4 o'clock~~
 - ~~191.7 ft. at 10:10 minutes there is a break in the pipe with soil visible 12 o'clock~~
18. ~~Manhole E 13A to Inlet E 14~~
- ~~22.3 ft. at 3:02 minutes there is debris in the pipe (looks like a piece of pipe or wood)~~
19. ~~Manhole E 14A to Inlet E 14~~
- ~~11.8 ft. at 5:00 minutes the join is offset and fabric/tarp is visible~~
20. ~~Manhole E 5 to Inlet E 5A~~
- ~~54.1 to 56.5 ft. at 5:30 minutes there is a possible crack running along 11 o'clock further inspection is recommended~~
21. ~~Inlet E 6 to Inlet E 7~~
- ~~10 ft. at 1:10 minutes there are cracks forming at 10 o'clock, 11 o'clock, and 1 o'clock spreading out from the joint~~
 - ~~14.0 ft. at 1:36 minutes there are 4 cracks spreading out from the lift hole and 2 of them make a spiral crack from 12 o'clock to 12 o'clock~~
 - ~~26.2 ft. at 5:30 minutes there is a crack forming at 7 o'clock~~
22. ~~Inlet E 6 to Manhole E 8A~~
- ~~5.2 ft. at 1:00 minutes there is a spiral crack from 12 o'clock to 12 o'clock~~
 - ~~13.3 ft. at 2:32 minutes there is a spiral crack from 12 o'clock to 10 o'clock~~
 - ~~17.0 ft. at 3:50 minutes the joint is offset and there is soil visible~~
 - ~~23.8 ft. at 6:37 minutes there is a spiral crack from 12 o'clock to 12 o'clock~~
23. ~~Inlet F 2 to Inlet F 1~~
- ~~12.8 ft. at 1:55 minutes there is a spiral crack from 12 o'clock to 12 o'clock~~
 - ~~17.0 ft. at 3:35 minutes the joint is offset and there is soil visible from 3 o'clock to 4 o'clock~~
 - ~~25.4 ft. at 7:00 minutes the joint is offset and soil is visible~~
 - ~~28.4 ft. at 9:35 minutes there is debris (loose concrete) blocking part of the pipe~~
24. ~~Inlet F 2 to Manhole F 3~~
- ~~10.7 ft. at 1:25 minutes the joint is offset and soil is visible 5 o'clock to 7 o'clock and pipe broken from 2 o'clock to 10 o'clock~~
 - ~~14.7 ft. at 4:15 minutes there is a spiral crack from 12 o'clock to 12 o'clock~~

~~25. Inlet F-5 to Inlet F-4~~

- ~~• 5.7 ft. at 1:05 minutes there is a spiral crack from 12 o'clock to 12 o'clock~~
- ~~• 9.9 ft. at 2:25 minutes the joint is offset and the pipe is broken from 3 o'clock to 9 o'clock with soil visible~~
- ~~• 26.3 ft. at 6:10 minutes the joint is offset with possible soil visible and further inspection recommended~~

~~26. Manhole F-3 to Inlet F-5~~

- ~~• 173.6 ft. at 12:20 minutes there is a crack in the pipe 9 o'clock to 1 o'clock~~

~~27. Inlet F-7 to Inlet F-5~~

- ~~• 62.5 ft. at 3:50 minutes there is a crack in there pipe from 2 o'clock to 9 o'clock~~
- ~~• 295.9 ft. at 18:02 minutes there is a crack at 11 o'clock~~

~~28. Manhole F-6A to Inlet F-8~~

- ~~• 14.3 ft. at 1:50 minutes the joint is offset and soils is visible~~
- ~~• SURVEY ABANDONED AT THIS POINT DUE TO JOINT OFFSET~~

~~29. Inlet G-23A to Inlet I-23~~

- ~~• 11.7 ft. at 1:45 minutes the joint is offset and soil is visible~~

~~30. Manhole G-24B to Inlet G-23~~

- ~~• 5.2 ft. at 1:30 minutes the joint is offset and white plastic is visible in crack~~
- ~~• 126.8 ft. at 9:10 minutes there is a crack in the pipe from 9 o'clock to 12 o'clock~~

~~31. Inlet G-24 to F.E.S. G-25~~

- ~~• 2.0 ft. at 1:25 minutes there is a spiral crack from 12 o'clock to 12 o'clock, a crack lengthwise at 11 o'clock to the entrance, and a crack from 2.0 ft. to 4 ft. at 11 o'clock~~
- ~~• 6.0 ft. at 3:39 minutes there is a spiral crack from 12 o'clock to 12 o'clock~~

~~32. Inlet G-12A to Inlet G-13~~

- ~~• 36.2 ft. at 3:55 minutes there is a spiral crack from 12 o'clock to 7 o'clock~~
- ~~• 209.3 ft. at 13:32 minutes there is a crack at 9 o'clock~~

~~33. Manhole G-13A to Manhole G-14A~~

- ~~• 204.5 ft. at 13:25 minutes there is debris in the pipe (loose concrete)~~

~~34. Inlet G-14 to Inlet G-13~~

- ~~• 10.0 ft. at 3:11 minutes the joint is offset and appears to be warping~~

~~35. Manhole G-14B to Inlet G-17~~

- ~~• 245.7 ft. at 14:24 minutes the joint is offset with possible soil visible and further inspection recommended~~
- ~~• 253.5 ft. at 16:59 minutes there is a crack in the pipe at 6 o'clock~~

~~36. Inlet A 3 to Inlet A 1~~

- ~~• 31.5 ft. at 2:40 minutes there is a hole in the joint a from 3 o'clock to 4 o'clock with soil visible~~

~~37. Inlet G 11 to Inlet G 12~~

- ~~• 7.8 ft. at 3:25 minutes there is a spiral crack from 12 o'clock to 12 o'clock~~
- ~~• 12.3 ft. at 5:05 minutes the joint is offset and soil is visible~~
- ~~• 20.5 ft. at 6:55 minutes the joint is offset with possible soil visible and further inspection recommended~~

~~38. Inlet G 8 to Inlet G 9~~

- ~~• 6.6 ft. at 1:25 minutes the joint is offset with possible soil visible and further inspection recommended~~
- ~~• 14.7 ft. at 3:43 minutes the joint is offset and pipe is broken at 1 o'clock to 4 o'clock with soil visible~~
- ~~• 22.9 ft. at 6:42 minutes a piece of pipe is broken off with soil visible at 10 o'clock~~

~~39. Inlet G 6 to Inlet G 7~~

- ~~• 6.5 ft. at 1:40 minutes the joint is offset with soil visible from 4 o'clock to 7 o'clock~~
- ~~• 10.5 ft. at 3:41 minutes there is a spiral crack from 12 o'clock to 12 o'clock~~
- ~~• 14.7 ft. at 5:05 minutes the joint is offset with soil visible at 6 o'clock~~

~~40. Inlet G 3 to Inlet G 4~~

- ~~• 5.7 ft. at 0:50 minutes there is a spiral crack from 12 o'clock to 12 o'clock~~
- ~~• 9.4 ft. at 2:30 minutes there is a piece broken from pipe with possible soil visible at 4 o'clock~~
- ~~• 13.3 ft. at 2:49 minutes there is a possible crack starting at 4 o'clock and further inspection recommended~~
- ~~• 17.6 ft. at 3:09 minutes there are 2 cracks spreading in each direction from the joint~~
- ~~• 20.8 ft. at 3:29 minutes there is a spiral crack from 12 o'clock to 12 o'clock and a crack from 20.6 ft. to 21.0 ft. at 11 o'clock~~
- ~~• 22.8 ft. at 4:30 minutes there is a spiral crack from 12 o'clock to 10 o'clock and a crack at 12 o'clock going lengthwise~~
- ~~• 25.4 ft. at 6:10 minutes there is a join offset with soil visible all around the joint and cracks spreading out from joint~~
- ~~• 29.7 ft. at 8:09 minutes there is a spiral crack from 12 o'clock to 12 o'clock~~
- ~~• 33.8 ft. at 9:32 minutes the joint is offset with soil visible~~
- ~~• 36.4 ft. at 11:38 minutes there is a crack running the length of the pipe at 12 o'clock~~

- ~~37.6 ft. at 11:42 minutes there is a spiral crack from 12 o'clock to 12 o'clock~~
- ~~41.8 ft. at 13:10 minutes there is a crack parallel to the joint from 7 o'clock to 9 o'clock with cracks spreading out from the joint~~
- ~~45.7 ft. at 13:54 minutes there is a crack spreading out from the lift hole~~
- ~~49.2 ft. at 14:05 minutes the pipe is broken from 2 o'clock to 4 o'clock around the joint.~~

41. ~~Inlet G 2 to Manhole G 4~~

- ~~8.4 ft. at 1:21 minute there is a spiral crack from 7 o'clock to 3 o'clock~~

42. ~~Inlet G 1F to Inlet G 16~~

- ~~17.1 ft. to 17.7 ft. at 2:07 minutes there is a crack from 7 o'clock to 11 o'clock~~
- ~~25.0 ft. at 3:53 minutes the joint is broken from 2 o'clock to 7 o'clock~~
- ~~29.1 ft. at 5:31 minutes there are cracks forming at the light hole~~
- ~~37.1 ft. at 6:18 minutes there are possible cracks forming at the lift hole and further inspection recommended~~
- ~~41.4 ft. at 6:52 minutes the joint is offset and soil is visible from 6 o'clock to 8 o'clock~~
- ~~49.2 ft. at 9:45 minutes the joint is offset with soil visible at 7 o'clock~~
- ~~53.2 ft. at 11:42 minutes there are cracks forming at the joint lengthwise~~
- ~~57.3 ft. at 12:35 minutes the pipe is broken from 6 o'clock to 8 o'clock at the joint with crack spreading out from the joint at 12 o'clock~~
- ~~Inlet G 1 to Inlet G 3A~~
- ~~15.3 ft. at 1:50 minutes there are cracks forming lengthwise from the lift hole~~
- ~~19.6 ft. at 2:17 minutes the joint is offset with a crack at 12 o'clock~~
- ~~25.1 ft. at 3:37 minutes there are multiple cracks spreading in multiple directions at 12 o'clock and a spiral crack from 12 o'clock to 12 o'clock~~
- ~~27.7 ft. to 20.8 ft. at 5:23 minutes there is a crack running lengthwise at 4 o'clock~~
- ~~36.0 ft. at 8:25 minutes the joint is offset with soil visible from 5 o'clock to 7 o'clock~~
- ~~40.1 ft. at 11:05 minutes there is a spiral crack from 9 o'clock to 3 o'clock~~
- ~~41.0 ft. at 11:43 minutes there is a spiral crack from 8 o'clock to 12 o'clock~~

43. ~~Manhole G-4 to Inlet G-1B~~

- ~~5.3 ft. at 0:60 minutes the pipe is broken from 12 o'clock to 12 o'clock at lift hole with soil visible at 6 o'clock and 12 o'clock~~
- ~~9.4 ft. at 3:36 minutes the joint is broken from 3 o'clock to 9 o'clock~~
- ~~17.8 ft. at 6:00 minutes the joint is broken from 3 o'clock to 9 o'clock with soil visible at 3 o'clock and 7 o'clock~~

~~44. Inlet G 16 to Inlet G 15~~

- ~~• 5.3 ft. at 1:13 minutes there is a spiral crack from 12 o'clock to 12 o'clock~~
- ~~• 8.9 ft. at 2:13 minutes there is a crack spreading off of the joint at 8 o'clock~~
- ~~• 17.1 ft. at 2:54 minutes there are cracks spreading off of the joint at 5 o'clock and 7 o'clock~~

~~45. Inlet G 16 to Manhole G 22~~

- ~~• 12.6 ft. at 1:41 minutes there is debris at 7 o'clock (asphalt piece)~~
- ~~• 18.3 ft. at 3:13 minutes there are cracks spreading lengthwise from the lift hole~~
- ~~• 26.6 ft. at 3:30 minutes there are cracks spreading lengthwise from the lift hole~~
- ~~• 42.9 ft. at 4:27 minutes there are cracks spreading lengthwise from the lift hole~~
- ~~• 50.3 ft. at 4:46 minutes there are cracks spreading lengthwise from the lift hole~~

~~46. Inlet G 17 to Manhole G 12A~~

- ~~• 39.6 ft. at 6:28 minutes the joint is offset with plastic wrap and soil visible~~

~~47. Manhole G 7B to Manhole G 4A~~

- ~~• 2.2 ft. at 1:46 minutes the joint is offset with soil visible~~
- ~~• 69.6 ft. at 3:47 minutes the pipe is deformed~~
- ~~• 235.5 ft. at 8:55 minutes the pipe is visibly deformed at 12 o'clock~~

~~48. Manhole G 22 to Manhole G 22B~~

- ~~• 8.1 ft. at 1:06 minutes there is a crack spreading lengthwise from joint at 3 o'clock~~
- ~~• 11.5 ft. at 1:31 minutes there are cracks spreading lengthwise from the lift hole~~
- ~~• 40.9 ft. at 2:49 minutes the joint is chipped with crack at 2 o'clock~~
- ~~• 133.3 ft. at 9:12 minutes the lift hole plug is missing with soil visible and cracks spreading lengthwise from the lift hole~~
- ~~• 133.9 ft. at 10:45 minutes there are multiple cracks and staining on pipe~~
- ~~• 135.5 ft. to 137.4 ft. at 11:34 minutes there is a crack at 6 o'clock and 12 o'clock spreading lengthwise from the joint~~
- ~~• 141.5 ft. at 12:03 minutes there are multiple cracks from the lift hole (spiral crack from 9 o'clock to 4 o'clock)~~
- ~~• 173.5 ft. at 14:20 minutes there are three cracks spreading out from the lift hole.~~

~~49. Inlet G 22B to Inlet G 22A~~

- ~~• 26.7 ft. at 2:37 minutes there is debris at 5 o'clock (piece of concrete)~~

- ~~133.3 ft. at 9:12 minutes the lift hole plug is missing with soil visible and cracks spreading lengthwise from the lift hole~~
- ~~133.9 ft. at 10:45 minutes there are multiple cracks and staining on pipe~~
- ~~135.5 ft. to 137.4 ft. at 11:34 minutes there is a crack at 6 o'clock and 12 o'clock spreading lengthwise from the joint~~
- ~~141.5 ft. at 12:03 minutes there are multiple cracks from the lift hole (spiral crack from 9 o'clock to 4 o'clock)~~
- ~~173.5 ft. at 14:20 minutes there are three cracks spreading out from the lift hole.~~

~~49. Inlet G-22B to Inlet G-22A~~

- ~~26.7 ft. at 2:37 minutes there is debris at 5 o'clock (piece of concrete)~~

~~50. Inlet G-22A to Manhole G-22D~~

- ~~3.9 ft. at 1:22 minutes the joint is offset and soil is visible at 3 o'clock and 7 o'clock~~

- ♦ *Observed pipe defects list updated to reflect the pipes that are to be repaired according to Speitel and Speitel Inc. list submitted February 25, 2014.*

- ~~4. All inlets must be cleaned free of all silt, sand, and debris of any kind.~~
- ~~5. Remove all inlet filters and SEC measures.~~

Miscellaneous

- ~~1. Control monumentation must be certified by a NJ Professional Land Surveyor and submitted for review. Once Verified, 3 signed and sealed copies are to be submitted for distribution.~~
- ~~2. It should be noted that the Developer shall be responsible to complete all bonded items. In the event a bonded item(s) is not completed and is not listed on this punch list, the Developer is still required to complete the bonded item(s).~~
- ~~3. Storm Drain inlet in front of 34 David Drive needs to be parged and sealed. Additionally fill and sod should be installed behind the curb due to settlement.~~
- ~~4. Belgian Block curbing in on the side of 33 Chance Drive needs to be reset.~~

~~Drainage Inlets & Manhole Bond Release Inspection Results:~~

~~1. David Drive~~

- ~~a. Inlet #G-12A Parge / Seal Casting Bricks~~
- ~~b. Inlet #G-19 Parge / Seal Casting Bricks~~
- ~~c. Inlet #G-20 Parge / Seal Casting Bricks~~
- ~~d. Inlet #G-14 Parge / Seal Casting Bricks~~
- ~~e. Inlet #G-23A No Access Due to the Presence of Dumpster on Inlet, Parge / Seal Casting Bricks when others are repaired~~

~~2. Adrift Avenue~~

- ~~a. Inlet #G-7 Parge / Seal Casting Bricks~~
- ~~b. Inlet #G-9 Parge / Seal Casting Bricks~~

- ~~6. Savannah Drive~~
- ~~a. Inlet #A 2 No Access Due to the Presence of Dumpster on Inlet~~
 - ~~b. Inlet #A 3 No Access Due to the Presence of a Parked Vehicle~~
- ~~7. Lookout Avenue~~
- ~~a. Inlet #E 4 Sinkholes either side of Inlet in Roadway~~
 - ~~b. There is a sinkhole on Lookout Avenue which most likely is above a storm pipe. Repair the cause and repair the road.~~
- ~~8. As per Reimbursement Agreement the asbuilt documents must be submitted in hard copy and electronic (AutoCAD).~~
-

**Please notify our office at least 48 hours prior to completing work so our inspector may be present.
Should you have any questions, don't hesitate to contact me directly at (609) 561-0482.**



2 EASTWICK DRIVE, SUITE 102
GIBBSBORO, NEW JERSEY 08026
856-627-3102 FAX 856-783-9098

February 25, 2014

Ron Goetz
Walters Group
500 Barnegat Boulevard North
Building 100
Barnegat, NJ 08005

RE: Ocean Acres Phase 5
Storm Drainage Inspection

Dear Ron:

Below is our analysis of all the issues raised in the ARH email memorandum dated December 19, 2013. A majority of the remarks are minor in nature and will not require any action. There are some issues that will require repair work. We separated the comments by disk. The notes below correspond to the bulleted list in the ARH memorandum for each pipe run.

Disk 1

1. Inlet A-1 to Inlet A-3
 - a. Concrete missing at joint, soil visible. No structural issues.
2. MH A-4 to Inlet A-2
 - a. Joint offset. Soil/sediment is visible at bottom of pipe. No structural issues.
3. MH A-4 to MH A-5
 - a. Minor cracking, no structural issue.
4. MH A-5 to Inlet D-1
 - a. Minor cracking, no structural issues.
5. MH A-8 to Inlet B-2
 - a. Joint offset. Soil/sediment is visible at bottom of pipe. No structural issues.

6. Inlet B-3 to Inlet B-2
 - a. Plastic pipe broken at 213 feet. Structural integrity may be compromised. **Pipe requires repair.**
 - b. Joint offset. Soil/sediment is visible at bottom of pipe. No structural issues.
7. Inlet B-3 to MH B-5
 - a. Crack on inner wall, appears structurally sound
 - b. Joint offset. Sediment is visible. No structural issues.

Disk 2

8. Inlet D-6 to Inlet D-5
 - a. Break in concrete pipe. **Pipe requires repair.**
9. Inlet D-6 to Inlet D-7
 - a. Large crack in concrete pipe. **Pipe requires repair.**
10. Inlet D-7 to MH D-8
 - a. Minor cracking, no structural issue.
 - b. Minor cracking, no structural issue.
11. Inlet C-1 to Inlet C-2
 - a. Break in plastic pipe. **Pipe requires repair.**

Disk 3

12. Inlet D-10 to Inlet D-9a
 - a. Small tree branch stuck at reducer. Branch shall be removed.

Disk 4

13. Inlet E-10 to Inlet E-9
 - a. Crack on inner wall, appears structurally sound
 - b. Crack on inner wall, appears structurally sound
 - c. Crack on inner wall, appears structurally sound
14. Inlet E-1 to Inlet E-8 (actually E-5B)
 - a. Minor cracking, no structural issue
 - b. Minor cracking, no structural issue
15. Inlet E-2 to E-5 – minor cracking, no structural issue
16. MH E-5 to Inlet E-4
 - a. Minor cracking, no structural issue
 - b. Minor cracking, no structural issue
 - c. Minor cracking, no structural issue
 - d. Minor cracking, no structural issue
 - e. Minor cracking, no structural issue
17. Inlet E4 to Inlet E-3
 - a. No crack visible.
 - b. Minor cracking, no structural issue
 - c. Minor cracking, no structural issue

Disk 5

18. Inlet E13 to Inlet E12

- a. Inner wall crack, appears structurally sound
- b. Break in plastic pipe. **Pipe requires repair.**
- 19. MHE-13A to Inlet E-14
 - a. Debris in pipe shall be removed.
- 20. MH E-14a to Inlet E-14
 - a. Not a clean joint. Gasket out of place. No structural issues.
- 21. MH E-5 to Inlet E-5A
 - a. No crack visible.
- 22. Inlet E-6 to Inlet E-7
 - a. Minor cracking, no structural issue
 - b. Minor cracking, no structural issue
 - c. Minor cracking, no structural issue
- 23. Inlet E-6 to MH E-8a
 - a. Minor cracking, no structural issue
 - b. Minor cracking, no structural issue
 - c. Joint offset with soil visible. **Joint requires repair.**
 - d. Minor cracking, no structural issue
- 24. Inlet F-2 to Inlet F-1
 - a. Minor cracking, no structural issue
 - b. Joint offset. Sediment visible at offset. No structural issues.
 - c. Joint offset. Sediment visible at offset. No structural issues.
 - d. Debris in pipe shall be removed.
- 25. Inlet F-2 to MH F-3
 - a. Joint offset. Sediment visible at offset. No structural issues.
 - b. Minor cracking, no structural issue
- 26. Inlet F-5 to Inlet F-4
 - a. Minor cracking, no structural issue
 - b. Joint offset. Sediment visible at offset. No structural issues.
 - c. Joint offset. Sediment visible at offset. No structural issues.
- 27. Inlet F-3 to Inlet F-5
 - a. Inner wall crack at entrance to inlet. Appears structurally sound.
- 28. Inlet F-7 to Inlet F-5
 - a. Inner wall crack. Appears structurally sound
 - b. No crack visible.

Disk 6

- 29. MH F-6A to Inlet F-8
 - a. Large (3") drop at joint. Soil visible. **Joint requires repair. Camera stuck at this drop, rest of pipe not surveyed.**
- 30. Inlet G-23A to Inlet G-23 (in file named Inlet G-23 to MH G-24B on disk)
 - a. Joint offset. Sediment visible at offset. No structural issues.
- 31. MH G-24B to Inlet G-23
 - a. Joint offset. Sediment visible at offset. No structural issues.
 - b. Minor inner wall crack. Appears structurally sound.
- 32. Inlet G-24 to Inlet FES G-25
 - a. Minor cracking, no structural issues.

- b. Minor cracking, no structural issues.
- 33. Inlet G-12A to Inlet G-13
 - a. Inner wall crack. Appears structurally sound.
 - b. Inner wall crack. Appears structurally sound.
- 34. MH G-13A to MH G-14A
 - a. Debris in pipe shall be removed.

Disk 7

- 35. Inlet G-14 to Inlet G-13
 - a. Joint offset. Sediment visible at offset. No structural issues.
- 36. MH G-14B to Inlet G-17
 - a. Joint offset. Sediment visible at offset. No structural issues.
 - b. No crack visible.
- 37. Inlet G-11 to Inlet G-12
 - a. Minor cracking, no structural issues.
 - b. Joint offset. Sediment visible at offset. No structural issues.
 - c. Joint offset. Sediment visible at offset. No structural issues.
- 38. Inlet G-8 to Inlet G-9
 - a. Joint offset. Sediment visible at offset. No structural issues.
 - b. Joint offset. Sediment visible at offset. No structural issues.
 - c. Minor break at joint, no structural issues.
- 39. Inlet G-6 to Inlet G-7
 - a. Joint offset. Sediment visible at offset. No structural issues.
 - b. Minor cracking, no structural issue
 - c. Joint offset. Sediment visible at offset. No structural issues.
- 40. Inlet G-3 to Inlet G-4 (MH G-4)
 - a. Minor cracking, no structural issues.
 - b. Joint offset. Sediment visible at offset. No structural issues.
 - c. Minor cracking, no structural issues.
 - d. Minor cracking, no structural issues.
 - e. Minor cracking, no structural issues.
 - f. Minor cracking, no structural issues.
 - g. Joint offset. Sediment visible at offset. No structural issues.
 - h. Minor cracking, no structural issue
 - i. Joint offset. Sediment visible at offset. No structural issues.
 - j. Minor cracking, no structural issue
 - k. Minor cracking, no structural issue
 - l. Minor cracking, no structural issue
 - m. Minor cracking, no structural issue
 - n. Broken concrete near joint, no structural issues.
- 41. Inlet G-2 to MH G-4
 - a. Minor cracking, no structural issues.

Disk 8

- 42. Inlet G-1F to Inlet G-16 (should be inlet G-1G)
 - a. Minor cracking, no structural issues.

- b. Broken concrete at joint, no structural issues.
 - c. Minor cracking, no structural issues.
 - d. Minor cracking, no structural issues.
 - e. Joint offset. Sediment visible at offset. No structural issues.
 - f. Joint offset. Sediment visible at offset. No structural issues.
 - g. Minor cracking, no structural issues.
 - h. Broken concrete at joint, no structural issues.
43. Inlet G-1 to Inlet G-3a
- a. Minor cracking, no structural issues.
 - b. Joint offset. No soil visible. No structural issues.
 - c. Minor cracking, no structural issues.
 - d. Minor cracking, no structural issues.
 - e. Joint offset. Sediment visible at bottom. No structural issues.
 - f. Minor cracking, no structural issues.
 - g. Minor cracking, no structural issues.
44. MH G-4 to Inlet G1-1B
- a. Severe crack in pipe. **Pipe requires repair.**
 - b. Broken concrete at joint, no structural issues.
 - c. Broken concrete at joint. Soil/Sediment visible at bottom of joint. No structural issues.
45. Inlet G-16 to Inlet G-15
- a. Minor cracking, no structural issues.
 - b. Minor cracking, no structural issues.
 - c. Minor cracking, no structural issues.
46. Inlet G-16 to MH G-22
- a. Debris in pipe shall be removed.
 - b. Minor cracking, no structural issues.
 - c. Minor cracking, no structural issues.
 - d. Minor cracking, no structural issues.
 - e. Minor cracking, no structural issues.
47. MH G-22 to MH G-22B (inlet G-22B)
- a. Minor cracking, no structural issues.
 - b. Minor cracking, no structural issues.
 - c. Broken concrete at joint. No structural issues.
 - d. Lift hole plug is missing and soil is entering pipe. Minor cracking as well, no structural issues.
 - e. Minor cracking, no structural issues.
 - f. Minor cracking and broken concrete at joint, no structural issues.
 - g. Minor cracking, no structural issues.
 - h. Minor cracking, no structural issues.
48. Inlet G-22B to Inlet G-22A
- a. Debris in pipe shall be removed.
49. Inlet G-22A to MH G-22D
- a. Joint offset. No soil visible. No structural issues.

The HDPE pipe can most likely be repaired without excavation using an internal repair sleeve. The concrete pipe repairs may be able to be performed without excavation depending on the proximity of the repair to the catch basins and manholes. Excavation will most likely be required to repair some the concrete pipe.

Should you have any questions regarding this report, please contact our office.

Sincerely,

Speitel and Speitel, Inc.

Steven Bagge, P.E.

Senior Engineer

sbagge@speitel.us