

**Route 52 Causeway – Contract B**  
**Contractors Information Presentation**  
**December 18, 2008**

**Questions and Answers**

1. What is the Engineer's Estimate?

*The Engineer's Estimate is greater than \$100 million. A range will be posted as part of the advertisement.*

2. Will the job be awarded to the lowest bidder if it exceeds the Engineer's Estimate?

*This Issue has not been discussed and no decisions have been made at this point.*

***Subsequent to the Meeting, the following additional response is being provided:***

*For this project, the Department has to follow Federal regulations in regard to awarding a contract to the lowest responsible bidder. With that said, the bids have to be reviewed and a detailed analysis performed. In instances where the low bid is well above the Engineers estimate, special consideration has to be made on funding availability, competitive bids and analysis of key bid items. In these instances, if the Department determines that the job should be awarded after reviewing all factors above, a public interest summary has to be forwarded to the FHWA for review and approval which outlines why it is in the public's best interest to award the project in spite of the increased costs.*

3. Will today's power point presentation be available for download on the NJDOT's website?

*Yes.*

4. Based on the construction staging, it appears that the navigational channel will be closed for an extended period of time that could be several months. Has this been discussed with the Coast Guard?

*The channel closures have been discussed with the Coast Guard. The proposed staging indicates that the navigational channel would be closed for a short duration, not several months, but could be more than 1 month. The contractor will be required to coordinate the channel closure duration with the Coast Guard. The Coast Guard did not want to include an acceptable channel closure duration in the contract documents, as they will be looking for the contractor to minimize the channel closure duration based on their means and methods for construction.*

5. What is the vertical clearance at the existing channel after you set the beams of the bridge over the channel?

*The vertical clearance over the existing channel is reduced to about 42 to 45 feet (it varies between Ship Channel and Beach Thorofare). Even though there is a reduced vertical clearance after the beams are erected, this is considered as part of the channel closure duration.*

6. What is the required Minimum Vertical Clearance over the channels?

*The required Minimum Vertical Clearance is 55 ft.*

7. Based on field observations reported from George Harms Construction Company, Inc in Contract A, the actual location of the submarine Comcast Cable line in Beach Thorofare is higher than what was reflected in the NJDOT's plans/survey and may cause unanticipated conflict during dredging activities. Will the utility be relocated prior to dredging?

*Dredging is not proposed for that location, at the edge of Garretts Island where the Cable line comes in. Proposed dredging will occur in the center of the proposed channel relocation. The survey and plans will be re-evaluated for potential conflicts prior to the official advertisement of the project.*

***Subsequent to the presentation, Baker verified that there is no conflict between the proposed dredging and the submarine Comcast Cable line.***

8. Contract A did not initially allow for Value Engineering for the bridge foundations. The addendum issued later did. Will Contract B allow for Value Engineering for the foundations?

*Yes, the contract will be open to Value Engineering in accordance with the Special Provisions which includes some exceptions such as profile, roadway widths and cross sections, and some other aesthetic features and other elements itemized. The foundations are open for Value Engineering as long as they are designed in accordance with AASHTO and NJDOT criteria. The Value Engineering Specifications for Contract B is similar to Contract A after it was amended.*

9. Will NJDOT operate and maintain the existing bridge during construction or will this be the responsibility of the contractor?

*The NJDOT will continue to operate and maintain the existing bridges until the end of Stage 1 as specified in the Special Provisions. The State will be looking for the Contractor to operate and maintain the existing bridges at the start of Stage 2.*

10. Does the project use the 2001 or 2007 NJDOT Standard Specifications for Road and Bridge Construction?

*The project is based on the 2007 Standard Specifications.*

11. For Alternate 2, is the pier cap as well as the foundations capable of supporting the load of the beam when it is being temporarily supported during erection?

*Yes, the pier cap, as well as the foundations are designed to support the beams during erection.*