NEW JERSEY DEPARTMENT OF TRANSPORTATION

MEMORANDUM

TO: File

FROM: Nat B. Kasbekar

Project Manager

Office of Project Management

DATE: 04/11/05

PHONE: 530-4231

SUBJECT: Route 52, Causeway Replacement and Somers

Point Circle Elimination Somers Point & Ocean City Atlantic and Cape May Counties

On Thursday April 7, 2005, a Contractor's Informational Meeting was held for the Route 52, Causeway replacement project. The Department has divided this project into two contracts, the first contract 'A' involves replacement of the middle two bridges, namely over Elbow Thorofare and Rainbow Channel respectively. This contract is being advanced for construction award at this time. It is anticipated that this first contract will be awarded for construction by November 2005. The second contract 'B' will involve replacement of the outside two bridges namely over Ship Channel and Beach Thorofare respectively and will also include elimination of Somers Point Circle and improvements to Route 52 up to Route 9 intersection in Somers Point. This second contract will be awarded for construction six months prior to completion of the first contract so that public will realize seamless construction of the entire project.

Attendance list is attached for record.

An invitation for this meeting was posted on the NJDOT website in the second week of March 05. Compact Discs (CD's), which contained "Preliminary – Not for Construction" Final Design Plans, draft specifications and Geotechnical information were sold after the meeting for \$ 75. About 24 CD's were sold.

Dave Lambert, Program Manager opened the presentation by giving brief introduction of the project, including project location, proposed schedule etc. This project has special pre-qualification requirements for segmental construction work and financial pre-qualification for over \$ 100 million worth of work. Prim Cruz from Construction Services provided information about these special pre-qualification submission requirements to attendees. Then the presentation was turned over to staff of consultant, Michael Baker, Inc. and sub-consultant, Hardesty & Hanover, who provided detailed information of the project (See attached agenda). At the end of the presentation, the floor was opened for question and answer period. Following are some of those questions and answers;

1. Question: Are there any other noise restrictions for the protection of resources such as residences or for wildlife that will be enforced during construction?

Answer: Contractor will have to observe local ordinances and the 300' pile driving restriction from 4/1 - 8/15.

2. Question: A question was asked about construction access and if the plans describe the location (footprint) and type of access.

Answer: Yes, the corridor location is shown on the plans and currently is a combination of temporary trestle structure or barge access. The plans also show specifically where wetlands or open water can be temporarily filled, no additional dredging can be done under the permitted access plan.

3. Question: Will the State provide the reactions to be used to design the precast pier solution.

Answer: Yes, the State will provide the reactions.

4. Question: What are the liability assumptions in the case where a contractor will choose precast pier sections. Who assumes liability?

Answer: The question should be submitted in writing and the State will respond in writing. However, it appears that this will be handled similar to design/build submission requirement.

5. Question: At one point, the State was considering providing incentives to setup a precast fabrication yard. Is the State still considering such an incentive.

Answer: No. This issue has fallen by the way side due to the limited response received.

6. Question: Are Shop Drawings Required for the precast segmental construction.

Answer: Yes. Shop Drawings are required.

7. Question: Can the powerpoint presentation be made available (in electronic format) to the public?

Answer: Yes, it will be posted on the website.

8. Question: What is the specified concrete strength for the superstructure sections?

Answer: 6500 psi.

9. Question: Has DOT/Design Engineer evaluated impact of latest trends in materials cost escalation in their estimate?

Answer: The cost estimate accounts for cost escalation. However, the contractors should submit their bid estimate using the cost index that they see fit.

10. Question: Would the contractor be compensated for escalations in materials costs?

Answer: Currently not but the question should be submitted in writing and the State will respond in writing.

11. Question: In Stage 2 construction, will construction vehicles have the ability to get to the southbound lanes from the barge access points for delivery of materials?

Answer: Yes. The plans show temporary bridges at the end of each temporary ramp that will provide the access to the southbound lanes.

12. Question: What happened to the Pilot Pile Demonstration Program that the State was going to implement.

Answer: The Pilot Pile Demonstration Program was eliminated and is being replaced by an advanced pile testing program as part of the construction contract.

Enclosure

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