



NEW JERSEY TURNPIKE AUTHORITY

P.O. Box 5042
Woodbridge, New Jersey 07095-5042

December 22, 2008

ADDENDUM No. 2 PREQUALIFICATIONS OF TOWING CONTRACTORS

Extra Heavy Duty Towing and Recovery Services On the New Jersey Turnpike and Garden State Parkway

Vendors are hereby notified that the Prequalification Application in the above-referenced procurement is amended and supplemented as follows:

1. Insert "Atlantic City Expressway" in Section IIA (Page 10), Section III A 1 (Page 15), the last full paragraph on Page 16 and under Client References (Page 24) and any other place in the Prequalification Application where there is a reference to "Interstate highways within New Jersey".
2. Delete the first line of Section III A 1 c (Page 17) in its entirety and replace with "ADDITIONALLY SUBMIT (1) A COPY OF NEW JERSEY STATE POLICE REPORT FOR EACH RECOVERY FROM JANUARY 1, 2007 ..."
3. Delete the first sentence of Section III C.4(c) (Page 20) and replace with the following:

"One (1) refrigerated box trailer unit, minimum 53 feet". The remainder of the paragraph remains the same.
4. Delete Section III C 4 (e) (Page 20) in its entirety and replace with:
"One (1) heavy duty flatbed, or an additional Landoll type hydraulic trailer or one drop-deck bed trailer may be substituted for the flatbed."
5. Delete the second full paragraph of Section III D 3 (Page 23 commencing with word "Additionally, ...") and the sixth full paragraph of Section III D 3 (Page 23 commencing with the words "Number of on-site INDOOR") in their entireties.

6. Delete Section III C 4 (i) (Page 20 and No. 3 of Addendum 1) in its entirety and replace with the following:

“One 40-yard roll-off dumpster or equivalent size dump truck/dump trailer. Applicant may satisfy this requirement through the use of an Access Agreement, provided that the Applicant seeks and receives the Authority’s prior written approval of the equipment and of the third party who will provide Applicant with access to one 40-yard roll-off dumpster or equivalent size dump truck/dump trailer. The agreement between the Applicant and the third-party providing access to the one 40-yard roll-off dumpster or equivalent size dump truck/dump trailer must be in writing (the “Access Agreement-Equipment”). An acceptable form of Access Agreement-Equipment is attached hereto as Appendix G. A fully executed copy of the Access Agreement – Equipment must be submitted with this Prequalification Application and is subject to review and approval by the Authority.”

7. The date for receipt of Applications is changed to **WEDNESDAY, JANUARY 14, 2009**. The time remains 4:00 p.m.

Receipt of Addenda Nos. 1 and 2 must be acknowledged in writing with the Prequalification Application. Complete and submit “Acknowledgement of Receipt of Addenda” attached hereto. Failure to acknowledge receipt of Addenda may be considered grounds to reject the Prequalification Application.

There are no other changes to the Prequalification Application.

Very truly yours,

Andrea E. Ward, Director
Purchasing Department

ACKNOWLEDGMENT OF RECEIPT OF ADDENDA

The undersigned Vendor hereby acknowledges receipt of the following notices, revisions, or addenda to the bid documents. By indicating date of receipt, Vendor acknowledges that its submitted Prequalification Application takes into account the provisions of each such notice, revision or addendum. Note that the Authority’s record of notices, revisions or addenda to vendors shall take precedence.

Addendum No.	Date Received
Addendum 2	
Addendum 1	

Acknowledgment by bidder:

NAME OF BIDDER: _____

SIGNATURE: _____

PRINT NAME: _____

TITLE: _____

BIDDER’S ADDRESS: _____

TELEPHONE NO: _____

FAX NO: _____

THE NEW JERSEY TURNPIKE AUTHORITY'S WRITTEN
RESPONSES TO QUESTIONS POSED AT THE
MANDATORY TOWING PREQUALIFICATION CONFERENCE
HELD ON NOVEMBER 14, 2008, AND TO WRITTEN
QUESTIONS SUBMITTED ON OR BEFORE NOVEMBER 24,
2008

As stated by representatives of the New Jersey Turnpike Authority ("Authority") at the mandatory prequalification conference, the information contained in these written responses supersedes any information that may have been provided by the Authority representatives prior to the issuance of this document, including any information that may have been provided by the Authority representatives at the November 14, 2008 prequalification conference, to the extent that such previously-provided information is inconsistent herewith. The information contained in the Prequalification Application Document shall control in any event.

The following are the Authority's written responses to questions posed by prospective applicants for prequalification at the November 14, 2008 mandatory prequalification conference and to written questions received on or before the end of the business day on November 24, 2008. Note: For the sake of efficiency, the questions posed at the mandatory prequalification conference have been paraphrased.

1. QUESTION: Can Turnpike contractors form joint ventures with Parkway towers to assist them and the Turnpike? Most Parkway towers have a limited amount of resources for doing heavy truck accidents simply because there is very limited truck traffic and thus truck accidents on the Parkway, so the demand for the resources are not great. Additionally, Parkway towers cannot justify or possibly recoup the money spent to comply with the bid specs due to the limited amount of work available. The Parkway towers currently have some type of access agreement now for use of Heavy Duty Tow trucks and Landolls. Could a similar method be put into place allowing a Parkway tower to use a contracted Turnpike Extra Heavy Duty towing company to assist them with manpower and equipment if needed? The response time of the Turnpike tower to the scene should not be a concern as there is much preparation that can be done by the Parkway tower for the recovery, while the Turnpike tower is in route. This could either be handled as an Access Agreement or as a joint venture, solely for Heavy Duty Recovery. This type of arrangement would help all the parties involved, the Parkway towers, the Turnpike towers and most importantly the Authority.

RESPONSE: The Authority does not permit towing contractors to form joint ventures with other towing contractors serving the Turnpike or towing contractors serving the Parkway for towing services to be performed on the Turnpike. However, a towing contractor may form a joint venture with another towing contractor for purposes of providing towing services on the Parkway, provided that the mileage and response

time requirements of the Request for Qualifications are met by both parties to the Access Agreement.

2. QUESTION: Another concern is the requirement for a building capable of housing a 53 ft. trailer. Many of the garages do not meet this requirement. Given the short notification time of this new requirement, can some leeway be given as to where this building, if indeed it is really needed, is located and an extension of time, if awarded the contract, to fulfill this particular requirement? Again, having an access agreement, lease agreement or allowing the building to be located on other property owned or leased by the tower, should be considered. By the time we receive the responses from the Authority, erecting new buildings or modifying an existing building in the middle of winter would seem unrealistic.

RESPONSE: See Addendum No. 2 issued by the Authority on December 22, 2008, where, among other things, the requirement for storage of a 53-foot long trailer at an indoor facility is deleted from the Prequalification Criteria in Section III.

3. QUESTION: Another concern, which is not stated on the original list you received from me, involves amending the truck requirements to “Three 20-50 ton capacity or higher, fully hydraulic wreckers.” By allowing this you had inadvertently open the door to having someone with three 20 ton wreckers attempting to do Extra Heavy Duty Recovery work. I understand the concerns expressed to you that prompted you to re-evaluate your specs but the future of incident management relies on quicker, better responses. Unfortunately, that requires bigger trucks. Towers need to step-up or back out. Along with the need

for the bigger more specialized equipment is the need for an increase of the current rate structure. Convenience is expensive and the towers need to be compensated for such.

RESPONSE: The revision to the Prequalification Application through the issuance of Addendum No. 1 on November 14, 2008 essentially modified the equipment requirements for hydraulic wreckers to reflect the identical requirements that were contained in the 2001 extra heavy duty prequalification. The Authority believes that the equipment requirements, as amended, will be more than sufficient to provide full coverage for any situation that will occur out on the Roadways. Insofar as the need for an increase in the Authority's current rate structure for towing services, see the response Question No. 33 below.

4. QUESTION: Regarding future contracts, can the Authority consider requiring Recovery Supervisor Certification and Driver Certification? These certifications would enhance the quality and safety of Extra Heavy Duty Recovery.

RESPONSE: The Authority is currently evaluating these certifications but is not prepared at this time to require these certifications for this prequalification.

5. QUESTION: Paragraph C. 4(A) Addendum – Do wreckers need a boom?

RESPONSE: Yes.

6. QUESTION: 1 HD Wrecker must have a 50,000 lbs. capacity under reach – is that tow capacity or actual lifting capacity?

RESPONSE: The 50,000 pound capacity underreach for one (1) wrecker reflects the lifting capacity with a retracted boom.

7. QUESTION: Page 15 1.1.3 of 5 years experience must be at present location. At discretion of NJTP 3 years at another location might be satisfactory. What if applicant is bidding for more than one zone and is using experience from another zone location twice to satisfy experience?

RESPONSE: The requirement of Section III A.1 clearly states that an Applicant must have a minimum of five (5) years of extra heavy duty towing and recovery service experience, with at least three (3) years of this experience at the present garage location of the Applicant supporting its Application for a contract in a particular Zone. This particular Section indicates that the Authority, at its discretion, may consider experience at another location to satisfy the requirement of three (3) years experience at its present location.

The purpose of this response is to clarify the use and extent of the Authority's discretion with respect to experience. It is the Authority's intention to limit the use of its discretion to substitute experience at one location for experience at an Applicant's present location in those instances where an Applicant has been unable continue its operation at a former location due the occurrence of a force majeure event, circumstances beyond the control of the Applicant such as a fire or loss of title or right to use a particular property as a result of eminent domain. Absent the occurrence of an uncontrollable circumstance, the Authority will not exercise its discretion and permit an Applicant to rely upon experience at another location as a substitute for three (3) years of experience at the location utilized as the basis for the Application for a particular Zone. The fact that an Applicant had significant experience at another location and has

chosen to move its operations or open a second garage in a different Zone will not satisfy the criterion of three (3) years experience in an Applicant's present location.

With regard to the question posed, if an Applicant is bidding for more than one Zone, it must have at least five (5) years experience in extra heavy duty towing and recovery services and a minimum of three (3) years experience in each of the two (2) Zones to satisfy the experience requirement under Section III. This Applicant may not rely upon its experience in one location to satisfy the experience requirement in a second location in support an Application to operate in more than one Zone.

8. QUESTION: Page 20 (e) 1 Heavy duty flatbed (Trailer of flatbed tow truck and what weight capacity?

RESPONSE: The weight capacity of the flatbed must be at least 15 tons. See Addendum No. 2 issued by the Authority on December 22, 2008, where, among other things, the requirement in Section III C. 4(e) for one (1) heavy duty flatbed may be substituted with an additional Landoll type trailer or drop-deck bed..

9. QUESTION: I am presently a Parkway tower in Zone 8 and I believe that the extra heavy duty contract will undermine our current contract. Page 15 paragraph 20 of my current contract specifically states that heavy duty accidents and recoveries are part of our contract. Also page 20 paragraph b also mentions heavy duty responsibilities. And page 10 introduction paragraph states "ALL VEHICLES" are covered in our present contract. Also on numerous occasions I was told I am responsible for anything that breaks down on the roadway. I am against the selection of authorized towing contractors for extra heavy duty towing and recovery because it goes against our contract.

RESPONSE: The Prequalification process and contracts for routine towing and emergency services require that a towing contractor be prepared to handle “extraordinary circumstances” and have a heavy-duty wrecker. The current Prequalification process is to procure towing contractors to provide extra heavy-duty towing and recovery services. These extra heavy-duty services are not covered under the routine towing contract and, therefore, the current Prequalification for extra heavy-duty and recovery services does not conflict with an existing contract for routine towing services.

10. QUESTION: To satisfy the 5 mile requirement for the New Jersey Turnpike, will the Authority allow routes from a garage facility to the Turnpike toll booths that consist of residential neighborhoods, low bridges, or weight restricted bridges that are not allowed or impassable by vehicles of the size required in the pre-qualification even though the 5 mile requirement could be met if driving a passenger car?

RESPONSE: No, the Authority will require that all routes to be used to satisfy the five mile requirement will entail compliance with all local laws. The Authority expects that any route proposed by a tower will be capable of use by the tower in accordance with all applicable State, County and local traffic laws and regulations, and will be the actual route the tower would utilize to travel to and from the Turnpike.

11. QUESTION: Could you explain what the Authority’s definition of “Heavy Duty Flatbed” is?

RESPONSE: See the response to Question No. 8 above.

12. QUESTION: Would an additional Lowboy or Landoll be acceptable in lieu of a Heavy Duty Flatbed?

RESPONSE: See the response to Question No. 8 above.

13. QUESTION: Why is inside storage needed for a 53' trailer which may be under investigation? Prosecutors and State Police would normally have you bring the trailer to their facility for investigation. And, if not, why couldn't a tarp be used?

RESPONSE: See the response to Question No. 2 above.

14. QUESTION: Why is a refrigerated trailer for perishable items needed when we don't have any large trucks like that in our area (north zones 14 & 15)? And, when you get recoveries with perishables, the health inspectors always condemn the loads.

RESPONSE: The Authority will not change the requirements of Section III C. 4(c) pertaining to the need for a refrigerated box trailer. However, bidders are alerted that the Authority may satisfy these requirements through the submittal of an Access Agreement with a third party making the refrigerated box trailer to the Applicant.

15. QUESTION: Why is the mileage requirement to the Parkway 7 miles and then for the Turnpike I have to be within 5 miles? I previously had a 5 year contract with the Turnpike for trucks and cars. Not only did I cover my own work, but when they threw out the other tower for my area, I finished the contract doing the work for both garages. I was never written up for problems with response time. How is it now I can't even bid it?

RESPONSE: The basis for the difference in the mileage requirement on the Turnpike as compared to the Parkway is to guarantee a reasonable response time to incidents on the Turnpike. The Parkway, for the most part, passes through residential areas and, therefore, it is necessary to expand the mileage requirement in order to be able to ensure an adequate number of responses to this prequalification process.

16. QUESTION: In Addendum #1, Paragraph C 4(a) its states Applicant must have three (3) fully hydraulic wreckers. One (1) 50 ton crane or 60 ton rotator. Either may be substituted for a wrecker. This leads me to believe that four (4) pieces of equipment total are required for this section. Is this correct?

RESPONSE: No, one wrecker can be substituted with either a construction crane or rotator.

17. QUESTION: In Addendum #1, Paragraph C 4 (i), the access agreement is for a roll-off dumpster or dump truck. Further down in the paragraph, it references a refrigerated box trailer. My understanding is that this is a typographical error and it is supposed to read “roll-off dumpster or dump truck”. Is that correct?

RESPONSE: See Addendum No. 2 issued by the Authority on December 22, 2008, where, among other things, the inadvertent references to a “refrigerated box trailer” were corrected to read “roll-off dumpster or equivalent size dump truck/dump trailer.”

18. QUESTION: It is our understanding that an Access Agreement can be used to satisfy the requirement to own a dumpster and a refrigerated box trailer. We interpret this to mean that we can reach an agreement with another towing

company to use their equipment, if necessary. If this is correct, can a company with garage facilities in different zones submit Access Agreements to use a dumpster and/or a refrigerated box trailer from one garage facility to another garage facility?

RESPONSE: Yes, a towing contractor may enter into an Access Agreement with another towing company in a different zone, provided that the mileage and response time requirements of the Request for Qualifications are met by both parties to the Access Agreement.

19. QUESTION: On page 18 of the specifications, Paragraph B 1, it states that “applicant’s garage facility shall be located within five (5) miles driving distance of any Interchange specified for the zone, etc.” Does that mean any entry point within the zone? Is this distance calculated to the toll booth or to New Jersey Turnpike property?

RESPONSE: Yes, the distance is measured to the closest entry point in the zone. The distance is calculated from the Applicant’s garage facilities to a toll booth for a particular entry point, with the exception of zones SPL-1, SPL-18W and SPL-95, where the distance is measured to the closest entry ramp in these three zones.

20. QUESTION: It is our understanding that applicants will be either pre-qualified or not pre-qualified and that no applicant will be judged to be more qualified than another due to more equipment, experience, location, or any other factors and that the selection of qualified applicants will be judged ultimately on pricing if they meet the minimum requirements. Is this correct?

RESPONSE: That is correct. Once an Applicant is determined by the Authority to be qualified to participate in the bidding stage, the selection of towers for the award of contracts will be based solely on pricing.

21. QUESTION: What is the Gross Vehicle Weight the authority is requiring for the Heavy Duty Rollback in paragraph C.4. (e)?

RESPONSE: See the response to Question No. 8 above.

22. QUESTION: What equipment can a company have an “Access Agreement” for and which can a company not have an “Access Agreement” for?

RESPONSE: Access Agreements are acceptable for a refrigerated box or trailer and a roll-off dumpster or dump truck/dump trailer.

23. QUESTION: How many “Extra-Heavy Duty Recoveries: has each zone had since 2001?

RESPONSE: See Schedule No. 1 attached to this response document.

24. QUESTION: Has any zone ever needed both a dry box trailer and a refrigerated box trailer for the same recovery instance?

RESPONSE: Based upon a review of Authority records for the past five (5) years, there have been no recovery incidents in that time frame where both a dry box trailer and refrigerated box trailer has been required. See the response to Question No. 25 below.

25. QUESTION: Why is the authority requiring companies to have both a dry box trailer and a refrigerated box trailer when a refrigerated trailer can serve a dual purpose?

RESPONSE: See Addendum No. 2 issued by the Authority on December 22, 2008, where, among other things, it clarifies that an Applicant may provide a 53-foot refrigerated trailer to meet the requirement of Section III C. 4(c).

26. QUESTION: Will the Turnpike Authority stand behind the selected group of tow companies and guarantee payment for any and all (Extra-Heavy Duty Recoveries?

RESPONSE: No, the Authority will not guarantee payment for any extra heavy duty recovery.

27. QUESTION: Addendum #1 had changes to Paragraph C.4.(i). Before the addendum, paragraph C.4. (i) referred to a 40 yard container only. The addendum changed and it now references both a 40 yard container and a refrigerated box trailer. Does this change effect or delete Paragraph C.4. (c)?

RESPONSE: See the response to Question No. 17 above.

28. QUESTION: How does the Authority calculate mileage for the garages trying to Pre-Quality?

RESPONSE: See the response to Question No. 19 above.

29. QUESTION: In Paragraph A.5, contractors must arrive on site within 25 minutes. Can this override the required 5 mile rule?

RESPONSE: No, an Applicant must be able to meet both the mileage and the time criteria to be deemed qualified.

30. QUESTION: On page 23 of the prequalification package it states that a qualified garage facility must be able to store at least one (1) 53 foot long trailer indoors. Could this requirement be met by utilizing another facility other than the

qualified garage, either through a lease agreement or through the use of an alternative site owned by the applicant? In the many years that our client has been providing this service for the Turnpike Authority they have never been asked to store a 53 foot trailer indoors at their facility.

RESPONSE: See the response to Question No. 2 above.

31. QUESTION: On page 15 on the prequalification package, under heading “Experience of Applicants/Personnel Services,” it is stated that an applicant must have preformed at least three (3) of the five (5) years required experience at their present principle garage facility. It further states that at the Authority’s discretion this requirement can be met through experience at an applicant’s alternative site. What would be the basis for the Authority exercising this discretion? Would the Authority only consider dispensing of this requirement in the event that no other local towing contractors qualify under the prequalification requirements?

RESPONSE: See the response to Question No. 7 above. In the event no towing contractors qualify in a particular Zone, the Authority will not exercise its discretion as part of the outstanding Prequalification process to qualify contractors from other Zones. The Authority will re-issue the Prequalification Application for that particular Zone and expand the Prequalification requirements to address the circumstances where no towing contractor qualified to participate in bidding. See also the response to Question No. 39 below.

32. QUESTION: If an applicant is the owner of two garage facilities, one of which they are trying to qualify for as a Heavy Duty Towing and Recovery Service

location, how will the Authority insure that the applicant is not sharing equipment and personnel between the two facilities as prohibited on page 8 of the prequalification package?

RESPONSE: The Authority will require the Applicant to submit for each garage facility a list of personnel and equipment with copies of photo-ID driver's licenses for all personnel and serial numbers for all equipment.

33. QUESTION: Generally, how did the Authority determine the maximum allowable rates stated in the prequalification package? Did the Authority consider the increase cost in operating expenses such as fuel, insurance and wages? These rates do not reflect current prevailing rates for similar services.

RESPONSE: The Authority utilized the fees contained in its regulations, set forth at N.J.A.C. 19:9-3.1 et seq.

34. QUESTION: What happens if a garage does not have the exact specified equipment?

RESPONSE: The Applicant will be disqualified from bidding.

35. QUESTION: If a garage has all the specified equipment and a main garage facility with an office, can the building required to store a 53 foot trailer be located on another piece of property?

RESPONSE: See the response to Question No. 2 above.

36. QUESTION: Please define a heavy duty flatbed.

RESPONSE: See the response to Question No. 8 above.

37. QUESTION: Can a landoll replace a heavy duty flatbed?

RESPONSE: See the response to Question No. 8 above.

38. QUESTION: Listed rates are not currently sufficient to cover the cost of the equipment requested. The charges listed will be far out of touch with market towing/recovery fees as we reach the second half of this contract. Can we add a cost of living yearly review or some other review?

RESPONSE: No, the Authority does not intend to revise the rates set forth in its regulations at this time.

39. QUESTION: Will qualified contractors be given larger areas if no other qualified contractors exist in adjacent zones?

RESPONSE: The Authority will not, as part of the current Prequalification process, qualify towing contractors to bid on adjacent Zones in the event a circumstance arises where no towing contractors are qualified in a particular Zone. The Authority will re-issue the Prequalification Application for that particular Zone and expand the Prequalification requirements to address the circumstances where no towing contractor qualified to participate in bidding.

40. QUESTION: Can Turnpike contractors form joint ventures with Parkway towers to assist them and the Turnpike?

RESPONSE: No. See the response to Question No. 1 above.

41. QUESTION: Can there be an escalator clause to allow for unexpected increases in market prices of key components such as: diesel fuel, insurance, government mandates, etc.?

RESPONSE: No. See the response to Question No. 38 above.

42. QUESTION: The Turnpike demonstrates on Page 85 that heavy duty wreckers are billable at \$250/hour. However, a revision in NJAC 19:9-3.1 deleted

the wrecker as specialized equipment. Can you re-instate that or change the heavy duty winching/wrecking to \$250/hour per truck since this rate was never increased? I brought this up at the Pre-Qual meeting for our routine towing contract.

RESPONSE: The Authority intends to consider an amendment to its regulations to address this issue, among other things; however, any possible change in the regulations most probably will not affect this contract.

43. QUESTION: Is there a limit to how many zones one owner can operate?

RESPONSE: No.

44. QUESTION: We recognize the importance of keeping The New Jersey Turnpike open and traffic safely flowing at all times. In order to maintain this status at all possible times, the Authority has the overwhelming burden to qualify only the most responsible, experienced and financially secure towing contractors capable of performing the huge task of completing Extra Heavy Duty Towing and Recoveries on Authority roadways to ensure that the roadways are cleared as soon as possible after an accident or breakdown.

We strongly urge all at The New Jersey Turnpike to reconsider the required experience needed to satisfy the current Invitation to Bid.

We have the equipment, personnel and experience to handle any and all heavy duty recoveries on and off the Authority's roadways. We will demonstrate this in our proposal. What we do not have is the required experience on state roadways. (I-80, I-280, I-287, I-78). Not because we are not qualified but because we chose to service only the roadways in our immediate area (US Highway 1 and

9, NJ Routes 495 and 3 as well as numerous county roadways) as to not over extend ourselves.

We ask that the Authority not exclude certifiable towing companies from what is supposed to be an open competitive bidding process to service The New Jersey Turnpike.

RESPONSE: The requirement that an Applicant have towing experience on a New Jersey Interstate Highway is critical to the qualification process since the circumstances and work necessary to handle incidents on the Turnpike or Parkway are so unique and requires a minimum of five (5) years of experience on these types of roadways. Experience on New Jersey State highways will not meet that requirement and will not be acceptable to qualify under this Prequalification process to participate in bidding.

45. QUESTION: We do understand why the New Jersey Turnpike needs to parse out those candidates who may only have local and very limited highway experiences from this process, but why limit those experiences only to New Jersey Interstate highways? New Jersey State highways offer the same challenges and conditions as the New Jersey Interstate highways do. We believe that we should not be disqualified from bidding simply because we have not been able to service the New Jersey Interstates.

RESPONSE: See the response to Question No. 44 above.

46. QUESTION: In conjunction with and reference to the above item, there is also Clause I, “client references” on page 24, which would disqualify us as well. The clause states that we need at least one (1) reference (mandatory) from a

New Jersey State Police Commander for extra heavy-duty towing and recovery performed on New Jersey Interstates. Since we have not provided any extra heavy-duty towing and recovery services on these Interstates, we can't supply said reference. We can and will however, provide a letter of reference from a New Jersey Police Chief, regarding our extra heavy-duty towing and recovery services performed on New Jersey State highways.

RESPONSE: See the response to Question No. 44 above.

47. QUESTION: Our client attended the mandatory Pre-Submission Conference on Friday, November 14, 2008 at the Authority's office in Woodbridge. During that meeting, the Pre-Qualification requirements were discussed. Apparently, several vendors had concerns regarding Section D of the Prequalification Application relating to "Garage Facilities." The following requirement was of particular concern: "Applicant must be able to store one (1) 53 feet long trailer indoors for New Jersey State Police and/or County Prosecutor criminal investigations or other vehicle impounds. Satellite (off-site) storage yards will not be considered." This requirement for a 53 feet long indoor trailer storage building is new and has not been used in the past by the Authority. Given the vendor's concerns, the Authority requested that any and all comments regarding this new requirement be submitted to the Authority in writing on or before November 24, 2008.

RESPONSE: See the response to Question No. 2 above.

48. QUESTION: I am having a problem retrieving the accident/recovery reports from the New Jersey State Police prior to 2007. We have been on the

Bellmawr State Policy Extra Heavy Recovery rotation for 13 years and on rotation for Zone A of the New Jersey Turnpike for Extra Heavy Recovery since 2002. The Bellmawr State Police Barracks, services forth (40) miles (16 mile post – 36 mile post) of I-295. There are currently four (4) other companies sharing recovery jobs with us on I-295. We have not done enough recovery work on I-295 and the New Jersey Turnpike between 2007 and 2008 to obtain seven (7) police reports. Retrieving official State Police reports for recovery incidents is not a standard procedure in our billing practices. According to the New Jersey State Police Headquarters, to obtain an accident report prior to 2007, we need not only the date and time of the incidents, but we need the State Trooper's badge number, the driver's name of the commercial motor vehicle at the time of the accident, and the accident report number. Our billing records do not contain the information required to obtain old State Police reports prior to 2007. In the previous Extra Heavy Duty Towing and Recovery Service prequalification, obtaining official State Police reports was not a requirement, the integrity of our recovery invoices was sufficient for the New Jersey Turnpike Authority. We have done enough recovery work over the past five years on the required highways, but we are not going to be able to produce accident reports prior to 2007. My questions to the Turnpike Authority are as follows:

a) Why are we now required to submit a copy of the New Jersey State Police report for each Recovery?

RESPONSE: See Addendum No. 2 issued by the Authority on December 22, 2008, where, among other things, the requirement to obtain copies of New Jersey State

Police reports for each recovery during the past five (5) years has been modified to reflect the need to obtain and submit copies of New Jersey State Police reports for incidents occurring after January 1, 2007.

b) The Atlantic City Expressway is a toll road, is it considered an Authority Road?

RESPONSE: The Authority considers the Atlantic City Expressway to be an Interstate Highway. See Addendum No. 2 issued by the Authority on December 22, 2008, where, among other things, the Atlantic City Expressway is added to the list of Interstate Highways for purposes of this Prequalification process.

c) Will a company be penalized if they have seven recovery invoices but cannot produce all seven (7) police reports?

RESPONSE: No, provided that the missing State Police reports precede January 1, 2007. See the response to Question No. 48 (a) above.

EXTRA HEAVY DUTY RECOVERIES SCHEDULE NO. 1

YEAR	ZONE A	ZONE B	ZONE C	ZONE D	ZONE E	ZONE F
2008	1	8	9	20	22	23
2007	3	5	15	24	26	41
2006	2	13	15	19	16	25
2005	2	9	11	34	19	40
2004	4	10	13	23	18	22
2003	0	13	6	12	16	10
2002			5			