Question & Answer Session

PRE-BID MEETING
Route 21 SB Viaduct and Chester Avenue Bridge
Bridge Rehabilitation, Superstructure Replacement, and Pavement Reconstruction
City of Newark, Essex County

Date: May 17, 2013
Time: 1:00 PM
Location: Multi-Purpose Room, Engineering & Operations Building
1035 Parkway Avenue, Trenton, New Jersey 08625

A meeting for the Route 21 SB Viaduct and Chester Avenue Bridge Project was held in the NJDOT’s Multi-purpose Room in Trenton, NJ to review highlights of the project. The meeting was held to provide the contracting industry with information about the project overview and structural components. Additional formal questions on the Contract Documents should be submitted using the Bid Express process.

Tom Sohn, NJDOT-PM, provided an introduction. Mike Martynenko, NJDOT-Roadway Design Group 2 provided the project overview using a PowerPoint presentation. Pete Imperiale, HNTB presented details of the structural components of the project using a PowerPoint presentation. Approximately 25 representatives of construction industry attended the meeting.

The following reflects comments received from the attendees and the responses provided by the NJDOT/HNTB Design Team:

1. Are the doghouse inlets on the lower (northbound) roadway to be constructed over existing pipe?

   Response: Yes, new doghouse inlets (Special Inlet, Type B) will be constructed over existing pipe where shown.

2. The quantity for “structural steel bearing assembly, seismic” shown on the estimate is 116 units, but the plans only display 108 locations. Which is the correct number?

   Response: We are unable to verify the numbers at this time. Please forward this question through the Bid Express process.
3. Will the drainage on above (southbound) roadway need to be plugged at all locations or just some?

Response: The existing drainage on the southbound roadway will need to be controlled at all times. The suggested sequence, as illustrated on the Drainage Details, indicates that while the northbound roadway is being excavated, new inlets and vertical pipes should be installed but do not need to be operational. Currently, drainage running from the southbound (upper) roadway spills through open joints into existing troughs. The construction sequencing of trough removal, doghouse inlet and downspout construction, tub girder and transverse piping installation, pier shaft reconstruction and deck joint construction will determine the needs to plug inlets.

4. The surface elevation of the lower (northbound) roadway will be reduced by 2 inches. Will risers be needed for the manholes and inlets?

Response: Yes, extension frames will be utilized for all manholes and inlets except sanitary manholes. The sanitary manholes will need to be reset twice. The lower (northbound) roadway will not be paved to its final grade until the last construction stage.

5. Are there specific locations for the soil borings?

Response: We are unable to answer this question at this time. Please forward this question through the Bid Express process.

6. Will property or a storage yard be provided for contractor to store tub girders?

Response: No, it is the responsibility of the contractor to locate or provide storage areas for any equipment or materials.

7. Is there a designated staging area for tub girders?

Response: All work necessary for the tub girder installation will be within the Route 21 roadway and the permissible work area, located on the railroad property adjacent to the easterly wall. Shipping and staging for tub girders are the responsibility of the Contractor.
8. Can work be done on the westerly railroad track, which is located within the permissible work area?

Response: The tracks will not be replaced, and are to remain undisturbed. As per the agreement with the railroad, this area is available for a permissible work area and access to the easterly wall and foundation. As per the agreement, the railroad is currently working on upgrading the easterly track, which is located outside the permissible work area.

9. Are the jacking and beams designed already?

Response: Tub girder design is provided. If scaffolding or temporary work is needed, tub girders specifications may have to be altered to account for the additional loading. The columns can be used to hang additional work loads.

Tub girder webs and flange plates are designed to carry service loads of the bridge on a span of 44 feet between temporary supports. Variations to span or inclusion of loads from temporary works such as scaffolding or shielding may require a redesign of the tub girders. That redesign will be the responsibility of the Contractor.

10. Can scaffolding hang below parapets and can shielding be placed on the cemetery side?

Response: Access on the cemetery side for any work items to perform the structural rehabilitation of the Viaduct must be within the 10’ temporary aerial easement. Ground access is permitted beyond retaining wall only for landscape planting and placing the caution fence.

Scaffolding may be allowed to hang below parapets on the cemetery side as long as they do not touch the grounds or intrude into the vertical or horizontal clearances of the northbound roadway.

11. Is there a current survey of the condition of the existing Passaic Valley Sanitary Sewer line located beneath the northbound roadway? Will the contractor be liable for damages?

Response: No, there has not been a survey done by NJDOT. No loading can be placed within the northbound roadway for jacking the structure. All other construction operations will not affect the existing sewer line.