

**New Jersey Turnpike Authority
Engineering Department**

**Order For Professional Services No. T4011
Design Services for Contract No. T100.724
Grade Separated U-Turn Structures at Mileposts 6.4, 13.4 and 43.8**

and

**Order For Professional Services No. T4012
Design Services for Contract No. T100.723
Grade Separated U-Turn Structures at Mileposts 19.0, 29.5 and 46.1**

**Responses to Inquiries
Request for Expressions of Interest**

1. Inquiry:

Final Design item No. 13. Routine and Emergency Bridge Repairs: The only existing bridge in the Contract is the structure at MP 13.4. Is the \$100,000 design cost to be included in T4011 only?

Response:

Refer to Addendum No. 1.

2. Inquiry:

Final Design Item No. 18. Shoulder Pavement Evaluation: Structures 6 and 7 are in separate contracts. Is the \$50,000 fee for each bridge, or split between the two contracts? Additionally, should the \$50,000 be included as a direct expense, labor cost, or a combination of direct expense and labor cost?

Response:

Refer to Addendum No. 1.

3. Inquiry:

Final Design Item No. 17. Maintenance and Protection of Traffic (MPT): The RFP states that "Smart Work Zone" plans and specifications may be required, and that these services will be identified and paid for as an Unanticipated Service. Is this part of the Unanticipated Fee allowance identified in Item 23?

Response:

Yes, if required, the Consultant will request to use Unanticipated Services for this work as identified in **Solicitation Letter, Page 28, Subsection A3: Scope of Services, D: Scope of Project, Final Design, Item No. 23**

4. Inquiry:

Final Design Item No. 1. Survey: Are survey and basemapping required for the existing median cut-throughs within the NJ1to4CEP limits?

Response:

Refer to **Solicitation Letter, Page No. 19, Subsection A3: Scope of Services, D: Scope of Project, Final Design, Item No. 1.**

5. **Inquiry:**

Page 14 of the RFEOI indicates “The selected Design Engineers for this multi-solicitation, in coordination with the AECOM Team for U-Turn locations within the NJ1to4CEP limits, will obtain agency approvals...” Can the Authority provide some additional detail regarding the delineation of responsibility for this “coordination” effort? Additionally, can the Authority clarify whether the AECOM Team will be involved in permitting beyond the NJ1to4CEP limits (i.e., Locations 6 and 7)?

Response:

The AECOM team will lead the environmental permitting process for this multi-solicitation. The AECOM team will coordinate with the agencies for approvals and will provide oversight of the Design Engineers. The Design Engineers shall support the AECOM team in the environmental permitting process and shall be responsible for the development of all the plans and documents necessary to obtain the environmental permits required for their respective assignment.

6. **Inquiry:**

Final Design Item 10. Subsurface Investigation: Will the soil samples obtained in Phase 1 of the subsurface investigation be available for laboratory testing? Will the Program Manager team or Design Engineer be responsible for testing? Additionally, will the Program Manager team be responsible for Phase 2 subsurface investigations beyond the extents of the NJ1to4CEP?

Response:

The AECOM Team will be responsible for laboratory testing for soil samples obtained in Phase 1. The soil samples that were not tested are being stored for review by the Design Engineer, if needed. The AECOM Team will also be responsible for Phase 2 subsurface investigations beyond the extents of the NJ1to4CEP, including laboratory testing. The Design Engineers shall identify the locations, depths and testing requirements for additional borings that will be required in the Phase 2 boring program.

7. **Inquiry:**

On page 11, the Expressions of Interest states “Project Schedule (maximum of 2 pages) – foldout sheets are not permitted”. It can be difficult to fit the appropriate level of detail in a legible manner on letter size (8-1/2 x 11) sheets. Would the Authority be willing to allow two (2) 11x17 foldout sheets for the schedule?

Response:

Refer to Addendum No. 1.

8. **Inquiry:**

On page 11, the Expression of Interest does not specify the page size of the Organizational Chart. Can the Organizational Chart be an 11x17 foldout sheet?

Response:

No. Refer to 1st paragraph on **Solicitation Letter, Page No. 7, Subsection A1, EOI Submission Requirements, Item No. 1.**

9. **Inquiry:**

The REOI states at the top of page 18: "It is anticipated that the AECOM Team will continue to coordinate with the major longitudinal utility companies throughout the completion of Preliminary and Final Design and will be responsible for the relocation design of these utilities through coordination with the Utility Companies and with the assistance of the selected Design Engineers." Please confirm this will be the case for the longitudinal utilities at proposed U-Turn structure Locations No. 6 MP 43.8 and No. 7 MP 46.1 that are beyond the NJ1to4CEP? Also please confirm whether AECOM will be responsible for associated longitudinal pipeline and roadway Easement/ROW acquisitions for relocation. See PD Report Location 6, Section 5.7.5 ROW Impacts, which states: "At Block 402 Lot 7 right of way will be required to accommodate the proposed U-Turn as well as for relocation of Irick Road".

Response:

The AECOM Team will be responsible for the associated longitudinal pipeline relocation with support from the Design Engineers for their respective locations. The AECOM Team will provide oversight of the Design Engineers in their preparation of all necessary right-of-way plans and documents, as required for the U-Turns, utility relocations, road relocations or any other purpose, for their respective design sections and will provide coordination with the Authority's right-of-way team to support the land acquisition process.

10. **Inquiry:**

Are the 4 public hearings the total for both OPS, and if so can we assume 2 hearings for each, or should we assume 4 hearings for each OPS?

Response:

Refer to Addendum No. 1.

11. **Inquiry:**

Do the Routine and Emergency Bridge Repairs apply only to the existing U-Turn structure at MP 13.4 or any structure within the individual contract limits as described under Final Design Task No. 11 "Roadwork".

Response:

See response to Question # 1 above.