

New Jersey Turnpike Authority
Engineering Department

Order for Professional Services No. P4248
Design Services for Contract No. P100.759
Miscellaneous Structural Repairs
Northbound Driscoll Bridge, Str. No. 127.2N

Responses to Inquiries
Request for Expressions of Interest

Inquiry 1: Per the Request for Expression of Interest for OPS No. P4248, on Page 13 under the section titled “Detailed Scope of Work”, item a. (Inspection), states that the Consultant “shall perform a hands-on field inspection of the current condition of all catwalks and girder isolation bearings at Pier Nos. 11 and 14 of this bridge.” Since multiple items from b. through j. under this same section refer to inspections to be performed, please confirm that the consultant is to only perform inspections of the existing catwalks throughout the bridge, the girder isolation bearings at Pier Nos. 11 and 14, as well as noting any additional defects or conditions observed while performing the limited inspections of the aforementioned catwalk and isolation bearings.

Response: Confirmed. Refer to the cited language within the RFEOI.

Inquiry 2: In the RFEOI, it is stated the bearing manufacturer will assist with seismic analysis of bearings, is there already a seismic model of the bridge or will the manufacturer only comment on the performance of the damaged bearings?

Response: There is no seismic model available of the bridge.

Inquiry 3: MERs appear to be customized installation, are there any drawing details available for these MERs? What do we have to send the bearing manufacturer?

Response: The Authority does not possess shop drawings. Be guided accordingly.

Inquiry 4: In paragraph “d” of the Design and Bridge rating under section (b) of “Detailed Scope of Work,” it is mentioned that Girder G2 Inventory rating is 0.43 for HL-93 and requires high-priority corrective actions per FHWA coding guidelines. Meanwhile, paragraph “g” under the same section notes that bridge repairs and strengthening are necessary to ensure legal load rating factors meet or exceed a value of 1. Can you please clarify if the bridge needs to be strengthened to achieve an HL-93 rating factor (Inventory or Operating) above 1 or a Legal load rating factor above 1?

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Response: Paragraph “d” does not require bridge repairs or strengthening for low (< 1.00) HL93 rating factors. The text “requiring high priority corrective actions” was taken from Table 1 of the Recording and Coding Guide for an Item 67 coding of 3 and is for informational purposes only.

All repairs or strengthening shall follow the language in paragraph “g” – which specifies repairs such that all legal load rating factors meet or exceed a value of 1.00.

Inquiry 3: In paragraph “a” Inspection, under section “a” of “Detailed Scope of Work”, it is mentioned that “a hands-on field inspection of the current condition of all catwalks and girder isolation bearings at Pier Nos. 11 and 14” will be required. In the same paragraph, it is noted that “Structural steel repairs will be delineated from the field notes and photos provided from the Major Bridge Inspection program OPS No. A4128 as they become available.” Can you please clarify the extent of inspection required outside of the aforementioned hands-on inspection?

Response: See response to Inquiry No. 1.