

Delaware Department of Transportation  
**QUESTIONS AND ANSWERS**  
**T200911303 (2A)**  
**US 301, LEVELS ROAD TO SUMMIT BRIDGE ROAD**  
**Friday, October 16, 2015**

*Yellow highlighting = previous questions answered in this posting: Q18-22, Q15, Q14, Q12, Q8.11.*

Q #	Question	Answer
56	I have searched all pages of the plans and while quantities are available for seed, I don't see spec. Am I missing it or is it somewhere else?	The information for the seed is in the Bid Proposal and relevant Special Provision or in the DelDOT Standard Specifications (and related updates) depending on the item in which the seed is included.
55	1. The Sanitary Sewer replacement shows 8" DIP. A bid item was added per Addendum 3 for 8" DIP. The existing bid item for 24" DIP still remains. What is this 24" DIP Cement Lined item for? Where is it located on the plans? 2. There are 4 EA Sanitary Sewer Manholes shown on the 8" DIP Sewer Relocation Plans. Is this work incidental to another bid item, if so what item? If not can a bid item be created for the sanitary manholes?	1. Item 614665 24" DIP Cement Lined pipe was deleted from the bid tab in Addendum 3 and replaced with Item 614911 Ductile Iron Pipe, 24". The 24" DIP can be found on sheet 100. 2. The 4 EA Sanitary Sewer Manholes (Item 708105) were added to the bid tab in Addendum 3.
54	Where can I locate item #746595 40' Aluminum Lighting Poles on the drawings? They do not appear to be on the Lighting plans. Are luminaire arms required? If yes, what length?	Item #746595 is identified in Lighting Standard Schedule on sheet 1157 and detailed on sheet 1158.
53	Item 753501 – Relocating Electric Utility not included in the tabulation. Plan sheets 1253 – 1256. Pretty big item of work. Please clarify.	Electrical Service Relocation is Item 746569 and is included in the schedule of items for bidding.
52	According to Special Provisions 712521 - Rip Rap, Special and 712527 - Rock, Special, Geenbank Mills is the sole source for these items. They are no longer able to supply these materials. Please provide an additional source or material specification for this material.	Use R-5 Riprap in lieu of the specified rock type. Provide rock in accordance with the notes on the Stream Relocation Plans.

Q #	Question	Answer
51	There appears to be several errors in the typical sections. Under the guiderail for the maintenance strip the legend references R which is a leveling item this is incorrect, on sheet 47 E should be EE, on sheets 48 an 49 they reference EE at variable thickness which should be a leveling item.	These minor discrepancies will be addressed during construciton.
50	It appears that Addendum No. 2 deleted four piling items and then added them back in a different section in the Expedite file; this was not noted in the Addendum No. 2 letter. Please confirm.	That is correct. The four piling items for the bridge pier do not have alternatives, therefore they were moved from category 0017 (Br.1-480 Pile Alt 1) to category 0016 (Br.1-480).See Addendum 3.
49	<p>1. Item 4. Of Addendum No. 2 states that page 5 of the Bid Proposal Forms has been revised; we do not see any changes on the page. In addition. Item 5. States that bid item 612022 quantity has been revised; this Bid Item is on page 4 of the Bid Proposal forms and page 4 was not revised. Please advise/clarify</p> <p>2. Item 5. Does not indicate that Bid Items 763508 and 763509 have been added to the Bid Proposal Form but they have in fact been added to page 28; line no. 5280 &amp; 5290; please advise</p> <p>3. Addendum No. 2 changed the quantity for Item 620014 on Plan Sheet 310 for Bridge I-470 and also changed the quantity in the Bid Proposal Form from 416 to 447 and did not note this anywhere. Please advise. Were there any other items/quantity changes that were not noted??? We have not received the Expedite file; not sure what is on that.</p>	<p>1. This was clarified in Addendum 3.</p> <p>2. Items 763508 and 763509 were added to the Contract in addendum 1, however the bid items were not added. Therefore, these bid items were added in addendum 2.</p> <p>3. This was clarified in Addendum 3.</p>
48	Does the Curb and Gutter that runs adjacent to the new 12" PCC Pavement have to be tied in. If so, can a detail be provided for this?	The curb and gutter adjacent to the new 12 inch PCC Pavement does not have to be tied in.

Q #	Question	Answer
47	<p>Please see the attached drawing which shows the strand pattern for the 14” pile in section A-A and for the 18” in section C-C. We are not used to seeing an asymmetric pattern in driven prestressed pile and wanted to make sure this was not in error. Typically if the 14” pile only need 6 strands a round pattern is used to allow for symmetry; the same as well with a 10 strand 18” pile. This could also cause problems in pile orientation in the field if one axis is critical to the foundation. Thank you for any clarification you can provide.</p>	<p>Both the 14” and 18” piles exhibit symmetry in the strand pattern about both axis. The pre-stressing force is purely axial and therefore orientation of the pile is not critical.</p>
46	<p>Regarding the Special Provision for MSE Wall: On Page 4 it states, <i>21. Any requirement to utilize Borrow Types A, B, C, D, F, or MSE wall backfill (or materials meeting the requirements of Borrow Types A, B, C, D, F, or MSE wall backfill) shall be met by using only soil for these materials. Crushed concrete, millings, stone dust, or other non-soil materials will not be accepted, regardless of their gradation.</i></p> <p>Later, it gives more explanation for the backfills on Page 150. <i>Backfill. Multiple types of backfill may be required for the construction of the MSE walls. All backfill material used in the structure volume shall be free draining, reasonably free from organic or otherwise deleterious materials and shall be as specified on the plans. Metallurgical slag and stone dust are not acceptable backfill materials.</i></p> <p>If GABC Type B met all test requirements for MSE Wall Backfill, will that be acceptable as MSE Wall Backfill?</p>	<p>No.</p>
45	<p>Cantilever Sign Support and Foundation (SC1417) is listed on Breakout Sheet-2, but is noted as being constructed by others in contract T200911307 on Sheet SS-73. Please clarify.</p>	<p>Cantilever Sign Support and Foundation (SC1417) will be constructed by others and will be removed from the Breakout Sheet via addendum.</p>
44	<p>1 – GM-2 and GM-6 are not listed on Breakout Sheet – 3. Please clarify.</p> <p>2 – Will the furnishing and installation of the DMS Span Gantry and foundations on US 301 NB at STA 345+45 be completed under this contract? If so, please provide Bid Item and Special Provision.</p>	<p>1. There is no GM-2 in the Contract. GM-6 is included on Breakout Sheet 3.</p> <p>2. Furnishing and installation of the DMS Gantry at Sta.345+45 will be added via addendum.</p>

Q #	Question	Answer
43	We just noticed in the plan sheets that we are missing sheets SS-43 to SS-46 and it appears to be missing from the original plan set.	Sheets 1081, 1082 and 1083 are duplicated in error in the RFP. Sheets 1077, 1078 and 1079 that depict signing, pavement markings and conduit along Summit Bridge Road will be provide via addendum.
42	Plan sheet 822 states that all structures on the plan without a designated Item Number are to be incidental to Item 763654. The Rip Rap shown on this plan does not have a designated item number although the Geotextile does. Please confirm that the Rip Rap on this plan is incidental to 763654. Also what is the thickness of this Rip Rap? The bottom elevation is not stated and the information is not found any where else.	Riprap is not incidental to Item 763654 – BEAVER DAM BYPASS DEVICE. See BEAVER DAM BYPASS DEVICE OUTLET on Sheet 821 (WM-20) for associated items and material depths.
41	Breakout Sheet 6 (Beaver Dam By-Pass) calls for 3 LF of 8” DIP CL 50 where the plans clearly call for 1100 LF or more. Please explain or revise Breakout Sheet 6 for bid day.	See response to question 18. These items are addressed in addendum.
40	1. Please provide a breakdown of (Item 207000) Excavation and Backfill for Structures (20,460 CY) and what this item is intended to pay for each structure? The following structures have additional separate line items for (Item 207000): Structure 1-477 has a for 1,900CY, 1-508A has 2,600CY, 1-508B has 1,090CY, 1-475 has 75CY, 1-479 has 559 CY, and 1-480 has 1,685 CY. These six structures equate to 7,909 CY. Furthermore, 1-477 bridge has (Item 210000) for Type C Borrow for 4,750 CY. Please clarify the quantities for each structure and intent of Item 207000.	Bid the project as shown in the Schedule of Items.

Q #	Question	Answer
39	For bridge 1-507N&S, per note 3 on sheet 641, the girders are to be set on temporary shoring until the integral abutment gains strength. The note reads; Beams shall be held in place and rest on temporary supports (by others) until integral abutment concrete gains a minimum strength of 3000 psi. The contractor shall submit the temporary beam support method to the engineer for approval. Cost of temporary support shall be included in the price of the prestressed concrete beam. What temporary supports are to be by others? How is the contractor to price installation of a support system that we are not providing and have not been provided any details for the system to be provided by others?	The reference to work "by others" in note 3 on sheet 641 is incorrect and will be removed via addendum.
38	Plan Sheet 108, P817,P818,P819: 45x73 RC ARCH PIPE: 45x73 RC Arch pipe is not manufactured locally. 48x76 RC Horizontal Elliptical Pipe is manufactured locally. Can the 48x76 be substituted for the 45x73?	This pipe has been changed to 53"x 83" HERCP via addendum.
37	(1). Having difficulty finding 3.500 x .313 pipe with specs A53, Grade B, type S. Can there be substitution? If so, what can be used instead of 3.500 x .313? (2). Why the request to have the drawings stamped by a license PE in Delaware when the structures are designed? (3) Is pricing to include the overhead at station 345+45?	(1). A heavier steel pipe section can be used at the approval of the engineer at no additional cost to the department, but must maintain the specified grade and type. (2). Drawings are to be signed and sealed by a professional engineer as noted in the contract documents. (3). A pay item for the overhead gantry (SO1416) will be added via addendum.
36	Addendum No. 1 added a Special Provision for Project System Control (763508) and CPM Schedule Updates (763509); it appears that no corresponding Bid Items exist or were added. Please advise.	Items 763508 and 763509 will be added to the Bid Items via addendum.
35	Addendum No. 1 item 9.indicates that Item Number "272003" has been deleted; this appears to be incorrect. Is it supposed to be item 5150 – 727003; please advise	This was clarified in an addendum.

Q #	Question	Answer
34	Special Provision Sheet 152 "614665 - DUCTILE IRON PIPE CLASS 52, CEMENT LINED, 24 – 270 LF" indicates this item is for Sanitary Sewer however the Construction Plans call for 270 LF of 24" DIP Storm Drain. Should this item be for the 8" DIP sewer relocation instead?	Item 614665 is a storm drain. The 8" sanitary DIP is item 614502. The specifications for these items will be clarified via addendum.
33	Plan sheets 1032 to 1034 call for an 8" Sewer relocation however it is unclear what bid item this work is paid under. Please clarify.	Item and quantity for 8" cement lined ductile iron pipe and sanitary manholes will be added via addendum.
32	The area of structures 1-480 and 1-508B has backwater created by beaver dams across Sandy Branch. Will the contractor be allowed to breach the beaver dams in order to lower the existing water levels in this area?	This condition will be reviewed in the field during construction. Any additional environmental disturbance, including beaver dam breach, would need to be proposed as a potential permit modification, submitted to the GEC's environmental monitor for review and ultimate submission to the resource agencies for approval.
31	There is a bid item for Maintenance of Stream Flow (601506) and an item for Stream Diversion (909005). All reference to Stream Diversion are plan sheets 874, 883, 907, and 962 however there is no mention of MOSF in the plans. Should the MOSF item be deleted? Please clarify.	Item 601506 MAINTENANCE OF STREAM FLOW will be removed from the expedite file, and specifications via addendum."
30	1). There is no bid item stated for 36" RCP Class IV. How will this item be paid? 2). Bid Item 460 (612216) 14" x 23" RCP Class IV has a bid quantity of 3,694 LF however Construction Plan quantity tabs indicate there is a total of 1,535 LF of 14" x 23" CL IV and 2,085 LF of 14" x 23" CL V. There is no bid item stated for 14" x 23" CL V. Please clarify.	1. Item 612034 REINFORCED CONCRETE PIPE, 36", CLASS IV has been added to the expedite file via addendum. 2. There is no Class V 14" x 23" HERCP Pipes quantified on the construction plan quantity tabs.

Q #	Question	Answer
30	<p>3). Bid Item 500 (612229) 54" x 83" RCP Class IV has a bid quantity of 827 LF however Construction Plan quantity tabs indicate there is a total of 0 LF of 54" x 83" CL IV but there is 827 LF of 45" x 73" CL IV stated. Please clarify.</p> <p>4). Sheet 238, detail for RR Crossing indicates No. 3 stone is paid under item 302001. There is no item labeled 302001. Is it meant to be paid under item 302011 instead? Or should all materials be paid under item 601514 Railroad at Grade Crossing? Also where is Geotextile for 601514 paid? Please clarify.</p> <p>5). Sheet 9, Note 23 indicates that the Department will perform all CCTV inspections of all new pipe runs prior to acceptance. Please confirm this includes all perforated and solid U-drains, and all permanent HDPE, DIP and RCP Drainage runs. Will the Contractor be required to clean and flush all new runs prior to Department CCTV inspections?</p> <p>6). Will any existing drainage or sewer runs that are to remain within the L.O.D. be required to be cleaned and flushed by the Contractor?</p> <p>7). Standard E-20, Note 4 indicates that the dimensions for Rip Rap items are to be included on the plans. Please provide the thickness of Rip Rap for items 712005, 712006, 712007, and 712521.</p>	<p>3. This has been addressed via addendum. Sheet 0108 has been revised to show 53" x 83" HERCP in lieu of 45" x 73" RCPA.</p> <p>4. Furnishing and installing all materials associated with the Rail road Grade Crossing, as well as the removal of the Railroad Grade Crossing are incidental to item 601514.</p> <p>5. Video inspection by DeIDOT includes all new pipes except underdrains and the contractor will be required to clean and flush the new pipes prior to the Department CCTV inspection. The Contractor shall video inspect all underdrains per Section 715.07.</p> <p>6. There is no flushing of existing pipes in this Contract.</p> <p>7. Sheet 0249 will be updated via addendum to depict depths of Riprap.</p>

Q #	Question	Answer
30	<p>8). What bid item does the 4" u-drain / Bio swale belong to? See Plan Sheet 250 detail.</p> <p>9). SWM Plan Sheets throughout indicate a bid item no. 272501 for each Pond Outlet. This item number is not listed in the Bid Tab. Should this instead be item No. 910007 (1 LS)? If so what, is item 910006 used for?</p> <p>10). Please provide the Description of work for item 714000.</p> <p>11). Sand bag Dikes (per CY) are shown in the Erosion control Plans. There is not a bid item for Sand Bag Dikes. What bid item do sand bag dikes belong to?</p> <p>12). Is Temp rip rap Outlet Protection shown on Erosion Control plans incidental to temp slope drains and temp pipe items or is it incidental to items 712005 through 712020?</p> <p>13). Temporary Drainage Pipe Bid Item Description notes that end sections are incidental to the temp pipe items. None of the plans indicate whether a FES is required or not. Are we to assume that all individual temp pipe and slope drain items should be installed with a FES?</p> <p>14). Plan sheet 962 indicates a temporary pipe extension is required for the temporary road. Please confirm this work is incidental to 909005 Stream Diversion. If this is correct, what bid item is for the removal of the temp pipe extension?</p> <p>15). Plan sheet 859 shows the stream relocation for the new culvert. Is this work to be incidental to item 909005 Stream Diversion? Plan sheet 883 shows similar work in this location.</p>	<p>8. Item 715000 PERFORATED PIPE UNDERDRAINS, 4", per BIOFILTRATION SWALE WITH UNDERDRAIN TYPICAL SECTION on sheet 250.</p> <p>9. Item 272501 has been changed to Item 910007. This change will be reflected in the Supplemental Specifications via addendum. Item 910006 is used for DeIDOT Standard Pond Outlet Structure.</p> <p>10. See DeIDOT Standard Specifications for Road and Bridge Construction – Section 714.</p> <p>11. Sandbag Dikes are incidental to the LS Item 909005 STREAM DIVERSION. See Breakout Sheet added in Addendum 2.</p> <p>12. Riprap associated with Temporary Slope Drain is incidental to Temporary Slope Drain items. Riprap associated with other temporary pipes is paid for under Riprap items.</p> <p>13. Flared End Sections for Temporary Drainage Pipes shall be constructed in accordance with locations shown on the plans.</p> <p>14. Pipe Extension is incidental to LS Item 909005 STREAM DIVERSION. See Breakout Sheet added in Addendum 2.</p> <p>15. This work is incidental to 909005. The stream plans show the final configuration for the relocated stream and materials required. Sheet 883 includes the diversion items the contractor should utilize with their means and methods to complete the relocation of the channel from the existing location to the proposed location.</p>

Q #	Question	Answer
30	<p>16). Plan sheet 859 and 860 show Imbricated Rock Protection. What item is this work paid under?</p> <p>17). Plan Sheet 860, riffle note 4 states that constructed Riffle is to be paid under “SPECIAL RIP RAP” per SY. Can you confirm this is meant to be item 712521 – RIP RAP, SPECIAL_311 SY?</p> <p>18). Plan sheet 861, plunge pool note 4 states that Plunge Pool is to be paid under “RIP RAP SPECIAL” per SY. Can you confirm this is also meant to be item 712521 – RIP RAP, SPECIAL_311 SY?</p> <p>19). Plan Sheet 683 states that item number 602737 Precast Concrete Arch is to be used for the precast Arch pricing however this item is not listed in the schedule of values. There is an item 602556, Precast PCC Arch instead. Is this the item number for the precast Arch? Please confirm.</p> <p>20). There is 48” Temp CMP drainage pipe called for on the plans but no bid item. Please clarify.</p> <p>21). There is a bid item for 15” Temp CMP drainage pipe but none is called for on the plans. Please clarify.</p>	<p>16. Per the Schedules shown on Sheet 861, it would be paid under Rock Special Imbricated Rock (IR) Protection Item 712528 per ton</p> <p>17. Per the Schedules shown on Sheet 861, it would be paid under Riprap special Constructed Riffle (CR) Item 712521 per SY. Note that the total project quantity for item 712521 will be revised to per addendum.</p> <p>18. Per the Schedules shown on Sheet 861, it would be paid under Riprap special Plunge Pool (PP) Item 712521 per SY. Note that the total project quantity for item 712521 will be revised per addendum.</p> <p>19. Sheet 683 will be revised via addendum to reflect corrected item 602556 PRECAST P.C.C. ARCH in lieu of Item 602737.</p> <p>20. Item 715503 TEMPORARY DRAINAGE PIPE, 48" has been added to the expedite file via Addendum.</p> <p>21. Sheet 940 will be revised via addendum to clarify proposed temporary drainage pipes.</p>
29	<p>1. Please clarify where Bid Item 0280 601514 Railroad at Grade Crossing is located; it does not appear to be shown in the Contract Documents.</p> <p>2. Please clarify/confirm that any full depth reconstruction of existing US 301 where culvert 1-508A is crossing the road will be paid for separately under appropriate bid items.</p>	<p>1. The purpose of the Railroad at Grade Crossing item is to accommodate Contractor access across the Norfolk Southern Railroad (NSRR) corridor at approximate Sta.494+00 to construct Bridge 1-468. The location of the access road is at the discretion of the Contractor. Per the specification for 601514, the Contractor must prepare a plan of the crossing and submit to NSRR for review and approval.</p> <p>2. Reconstruction of Summit Bridge Road (existing US301) is accounted for and paid for under separate contract items and is not considered incidental to Item 602506 PRECAST CONCRETE CULVERT.</p>
28	<p>Plan sheet 668 regarding Box Culvert 508A indicates that there is a Chain Link Fence associated with this structure with no measurement and payment. Will a bid item be added?</p>	<p>The expedite file and Bid Proposal has been revised to reflect the quantity of item number 727009 on sheet 668. This revision was made via Addendum 1.</p>

Q #	Question	Answer
27	<p>1. Please verify the bid quantity is correct for the approach slabs (Item 602014) with Structure 1-470N&amp;S.</p> <p>2. Is riprap required at the pier for Structure I-477N&amp;S? Plan sheet 486 shows the riprap and channel fill and note 4 says to refer to DWG 1-477 PR-1 for details. That sheet does not show any riprap or any indication it is required. If it is required, please provide dimensions and thickness.</p> <p>3. Bridge 1-477 has a Type C Borrow item (210000) for structure backfill. This bridge is designed without using MSE Walls. Similarly, Bridges 1-479 &amp; 1-480 have also been designed without MSE Walls but do not have a Type C Borrow item. Please advise on how the structural backfill for bridge 1-479 &amp; 1-480 is paid?</p> <p>4. Please clarify what Bidder ID (Federal ID #) is to be used for a Joint Venture bid in the Expedite software; the Joint Venture Federal ID # or the Federal ID # of the lead partner?</p> <p>5. In the Expedite software there is a place to mark the "Bid" as a Joint Bid; should this be done in the case of a Joint Venture bid; please clarify.</p>	<p>1. This quantity was revised via addendum.</p> <p>2. This was addressed via addendum.</p> <p>3. Bid the project as indicated.</p> <p>4. If your Joint Venture is registered as a contractor with DelDOT, and requested the Bid Proposal from DelDOT, use the JV Bidder ID. If not, use either of the JV firms that are registered with DelDOT and requested the Bid Proposal.</p> <p>5. Yes.</p>
26	<p>1. Pile Alternative 2 for Bridge 1-480 does not offer a bid item to price the piles at the Pier. Please direct us how to provide pricing for the pile at the pier if we choose Pile Alternative 2. This Bridge does not seem to be consistent with the other Bridges with a Pier bent which does not offer a pile alternate like Bridge I-480 does; please advise and alter Bid Items and Expedite file as required.</p> <p>2. Is it the intent to use the numbered original disk received from DelDOT to turn in the final Bid Expedite file (not sure if disk provided even allows saving the final file to) or should a blank disk be used to turn in final Bid File; please advise.</p> <p>3. In addition; please advise if last minute handwritten changes to Bid Item unit prices on the hard copy are allowed? The file on the disk would not reflect the last minute handwritten changes; please confirm this is acceptable.</p>	<p>This issue is being addressed via addendum.</p>

Q #	Question	Answer
25	<p>1.Both BMP 665 (Basin 6) sheet 731 and BMP 666 (Basin 7) sheet 736 tab that “Pond Outlet Structure, 10, Special” is part of the basin. Breakout sheet 8 for item 910007 has a line item for “Pond Outlet Structure, Special, 9” that is not shown on any of the plan sheets. Could you please correct the plan sheets to show which outlet structure is actually #9.</p>	<p>This was clarified in an addendum.</p>
24	<p>Question: Does the entire spec book “Bid Proposal” which includes the “Bid Proposal Forms” need to be submitted in its’ entirety as the bid or..... do we just submit the section “Bid Proposal Forms”, together with other accompanying required documents, (i.e. Expedite File CD (paper copy &amp; CD), Bid Bond, Affidavit, Diesel Fuel Cost Price Adjustment Option, etc.) that are indicated to be submitted? Note: It is also understood that the prequalification documents must be submitted by 10:00 am on day of bid as well and that breakout sheets can be submitted with the bid or by the apparent low bidder within seven (7) days after bid. Your clarification on this matter would be appreciated.</p>	<p>The spec book "Bid Proposal" up to the Bid Proposal Forms does not need to be submitted.</p>
23	<p>On bridge 1-475 there is no item for Abutment footing. Please advise.</p>	<p>For this bridge, the abutment is simply a stub abutment on piles, and there is no footing concrete. The Abutment Above Footing Concrete includes the beam seat as well as the backwall.</p>

Q #	Question	Answer
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Sunday, October 04, 2015

22	<p>With regard to Bridge No. 1-508B, the Special Provisions for Item No. 602556 “Precast P.C.C. Arch” includes a paragraph in the “Construction Methods” section stating: “joints shall consist of mortar filled shear keyways...”. Sheet No. 683 of the drawings indicates “joints between rigid frame sections shall have a shear key all around.” While this detail may be appropriate for precast concrete deck slabs or other types of structures, a mortar filled shear keyway (or any type of shear connection), is not applicable to a precast concrete arch system.</p> <p>Industry standard practice for precast concrete arch systems is to provide a flat butt joint between adjacent arch pieces. Standard design for these arch systems does not rely on shear transfer between adjacent arch units. The arch units are set into a grouted keyway in a continuously reinforced concrete foundation. Per the Special Provisions for this project, the arches will also have the added measure of post-tensioning.</p> <p>A mortar filled shear keyway (or any type of shear connection) between arch units is not currently available as an option for fabrication of the precast concrete arch units. There are also no established means &amp; methods for installing a precast concrete arch with a mortar filled shear keyway.</p> <p>Can the Department please eliminate this paragraph from the Special Provisions, and Note No 7B from the drawings, for the precast concrete arch?</p>	<p>DelDOT will accept Precast PCC Arch designs that include Neoprene sponge gaskets and joint wraps at the joints between all precast sections in order to make the joints watertight. Materials shall conform to the requirements in Item 602556.</p>
21	<p>1) Is the 12x6 culvert to be produced without any interior haunches, as shown on sheet 679?</p> <p>2) Can the individual section length be increased while still using the areas of steel shown on sheet 679 (i.e. was the design done with any consideration for alternate section lengths)?</p>	<p>1) There are no interior haunches in the culvert.</p> <p>2) The design is based on the section lengths shown on the plans. If the section lengths are modified, the reinforcing will also need to be revised and reflected in the design calculations to be submitted per Item 602506-Precast Concrete Culvert.</p>

Q #	Question	Answer
20	<p>In reference to the 12x6 culvert (BR 1-508A), the post tensioning notes on sheet 668 call for a minimum 10 PSI over the cross section area of the culvert, which in this case would require 10 strands over a typical 90' distance between splices. The project notes on the same sheet call for "four longitudinal one half inch diameter...strands...placed in the corners of the precast units..."</p> <p>It appears that a combination of the usual DELDOT post tensioning notes has been combined with a modified version of the current PADOT post-tensioning criteria. We respectfully ask for a clarification.</p>	<p>The Project Notes as well as many of the Precast Box Culvert Notes are taken from the DeIDOT Bridge Design Manual and the DeIDOT Precast Box Culvert Guidelines. These references call for four – ½" diameter strands in the corners of the precast units. The Post-Tensioning Notes call for a minimum of 10 PSI over the cross sectional area of the culvert, which as noted conflicts with the DeIDOT guidelines. The Post-Tensioning Notes will be revised by addendum, and note 3, 4, 6a-6d, 10, 12, &amp; 13 will be deleted. The notes will be renumbered.</p>
19	<p>On breakout sheet – 6, should item 26, SR 1 NB (GM-6) be included in this breakout sheet?</p>	<p>The description for Item 26 should be - HDPE Pipe, SDR 17, 8" Diameter - and is measured by the linear foot. The breakout sheet will be revised via addendum.</p>
18	<ol style="list-style-type: none"> <li>1. On Breakout Sheet – 6, the quantity for item 11 for 1201 EA 9" saddles appears to be incorrect. Could you check the quantity.</li> <li>2. On breakout Sheet – 6, the description of item 13 appears to be incorrect. Should the 24' be 24"?</li> <li>3. On plan sheet WM-20, Sheet no. 821, the center detail for "Beaver Dam Bypass Device Pipe Support" shows a 30" diameter pedestal. Should this be 24"?</li> <li>4. On breakout sheet – 6, the quantity for item 14 appears to be incorrect at 3 LF. Does this item include the pipe runs as shown on sheet WM-15?</li> </ol>	<ol style="list-style-type: none"> <li>1. The quantity for Stainless Steel Saddle, 9" Wide should be 3. The breakout sheet will be revised via addendum.</li> <li>2. The description should be Concrete Pedestal Supports, 24" x 84", Class B Concrete. The quantity for Item 13 is 6. In addition, the quantity for Item 12 should be 18. The breakout sheet will be revised via addendum.</li> <li>3. The pedestal diameter should be 24" on the detail for "Beaver Dam Bypass Device Pipe Support". The detail will be revised via addendum.</li> <li>4. The quantity for Ductile Iron Pipe, 8" Diameter, Class 50 should be 1,201 and includes the pipe runs shown on sheet WM-15. The breakout sheet will be revised via addendum.</li> </ol>
17	<p>Bridge B1-468N&amp;S, plan sheet 278, indicates that the MSE wall for Abutment 2 will be constructed under project T200911301. Will that project be responsible for survey and installation of the casings associated with the Concrete Piles for the B1-468 Bridge Abutments?</p>	<p>Per the special provisions, all pile cases are incidental to Item 602772 – Mechanically Stabilized Earth Walls. Therefore, the casings located at Abutment 2 for BR 1-468 are to be installed under contact T200911301.</p>
16	<p>Can the bid date be extended to allow more time for contractors to properly evaluate and bid the project due to the timing of the bid for section 1A only 1 week apart?</p>	<p>The bid date will not be postponed.</p>

Q #	Question	Answer
15	<p>1. There does not appear to be any details showing the modifications required for “Drainage Inlets, Special I, II or III”.</p> <p>2. Sheet 962 shows 48” pipe extensions with 11.5 bends. The note says the bends are incidental to the cost of the temporary drainage pipe. There is no item for 48” temporary pipe.</p> <p>3. Sheet 889 shows Temporary pipe T-6 as 48” CMP. There is no item for 48” temporary pipe.</p> <p>4. Sheet 108 shows 45” x 73” RCPA for 3 pipe runs. There is no bid item for that size pipe.</p> <p>5. Sheet 122 shows pipe run 680 and sheet 125 shows pipe run 682 as 36” RCP Class IV. There is no item for class IV 36” pipe.</p> <p>6. Sheet 103 shows a 24” DIP end section. There is no item for this.</p> <p>7. Sheet 263 shows Head Wall Special, Type 3 with a 45”x73” RCPA. There is no item for 45”x73” RCPA</p> <p>8. Note 2 on sheet 962 shows epoxy coated rebar dowels incidental to the PCC Type B. There is no item for PCC Type B.</p>	<p>1. Detail is available on sheet 245, but title of detail does not identify special inlets. The plan will be revised via addendum.</p> <p>2. 48” Temporary Drainage Pipe on sheet 962 is incidental to the LS Price for 909005 STREAM DIVERSION. A Breakout Sheet will be provided via addendum.</p> <p>3. Item 715503 TEMPORARY DRAINAGE PIPE, 48" will be added via addendum.</p> <p>4. The pipes should be 53” x 83” HERCP and the 53" x 83" pipes are included in the Bid Proposal under Item 612229-Reinforced Concrete Elliptical Pipe, 53"x 83", Class IV. The plan will be revised via addendum.</p> <p>5. Item 612034 REINFORCED CONCRETE PIPE, 36", CLASS IV will be added via addendum.</p> <p>6. The end section will be changed to 24” concrete end section via addendum.</p> <p>7. The head wall detail will be revised to accommodate a 53” x 83” HERCP via addendum.</p> <p>8. Portland Cement Concrete Masonry, Class B on sheet 962 is incidental to the LS Price for 909005 STREAM DIVERSION. Breakout Sheets will be provided via addendum.</p>
14	<p>Plan Sheet 406 identifies Approach Slab to MSE wall connections and Moment Slab to MSE wall connections. The barrier/parapets will not line up between the two types. Will this be revised to allow the Approach to extend over the top of the MSE walls?</p>	<p>The details are shown correctly on Sheet 406. Once the MSE wall clears the approach slab and the sleeper slab, the MSE wall panels step in 1’-0 ½” as shown on the detail on Sheet 404.</p>
13	<p>It seems that the CAD files do not include grading information for the proposed borrow pit area (shown on drawings 802-826) and the extension on the Spur Road (shown on drawings 1242-1252). Are the DTM files for these areas available? If not, are vectorized pdf files available for the borrow pit area?</p>	<p>CAD files for the Levels Borrow Site will be available. These files were prepared by the engineering firm RK&amp;K and a separate RELEASE FOR DELIVERY OF DOCUMENTS IN ELECTRONIC FORM TO A CONTRACTOR will need to be submitted. The CAD files to be provided will be listed in that Form and the Form will be made available in an Addendum. Neither CAD files or vectorized .pdf files are available for the extension of the Spur Road.</p>

Q #	Question	Answer
12	<p>The Special Provision for Bid Item 202508 Wetland Access Road, Type II indicates that the requirements for wetland access and restoration “shown on the plans and indicated in the permits and specification” We have not found where this item of work is shown in the contract documents. Please provide additional information/details to clarify this item of work.</p>	<p>A break out sheet that lists the locations where Item 202508-Wetland Access Access Road, Type II is needed has been added via Addendum 2.</p>
11	<ol style="list-style-type: none"> <li>1. There is a detail of a Bio filtration swale shown on sheet DT-15. Several of the CP sheets tab the Biofiltration Swale. There is no pay item for Biofiltration Swale. How is this to be paid?</li> <li>2. Please clarify that 0 CY of Excavation and Backfill of Structures (Item 207000) required for structures 1-468N&amp;S, 1-470N&amp;S, 1-472N&amp;S, and 1-507N&amp;S?</li> <li>3. Is mechanical grooving required with respect to the bridge decks and approach/moment slabs in this contract?</li> <li>4. Please verify the bid quantity is correct for the approach slabs (Item 602014) with Structure 1-468N&amp;S.</li> <li>5. What is the speed limit with respect to the NS railroad tracks under structure 1-468N&amp;S and are there any passenger trains use this track?</li> <li>6. Are there any breakdown in quantities available for the MSE walls (Item 602772) for the applicable structures?</li> <li>7. Please verify that no surface treatment/staining is required with the MSE Walls?</li> </ol>	<ol style="list-style-type: none"> <li>1. Biofiltration swales without underdrain are the same as the typical roadside swales detailed on the typical sections. They should be paid for using items detailed on the typical sections. The Biofiltration Swale schedules on the construction plans are for permitting purposes, not for payment purposes.</li> <li>2. The lack of Excavation and Backfill of Structures (Item 207000) is correct. Since the abutment is a combination of an abutment cap on a single row of piles and MSE wall retaining wrap, the entire area backfilled behind the MSE wall is identified as “Select Backfill” on the “MSE Wall Details” sheets which is identified as being incidental to Item 602772 Mechanically Stabilized Earth Walls in the special provisions.</li> <li>3. Mechanical grooving is required in accordance with the DeIDOT Standard Construction Specifications, Section 602.20(C).</li> <li>4. The bid quantity for Item 602014 Portland Cement Concrete Masonry, Approach Slabs, Class D is incorrect. The revised quantity for NB and SB should be 204 CY per structure resulting in a final quantity of 408 CY.</li> <li>5. There are only freight trains and the maximum operating speed is 40 MPH.</li> <li>6. The Item 602772 Mechanically Stabilized Earth Walls is bid as a Lump Sum item. The Special Provision and Contract Plans identify the items that are incidental to its construction.</li> <li>7. Surface treatments should be applied per the special provision for 602772 Mechanically Stabilized Earth Walls.</li> </ol>

Q #	Question	Answer
10	On Sheet No. 802, Notes 4 & 14 indicate that information on the groundwater tables, and borrow material to be excavated can be found in the report: "US 301 LEVELS ROAD MITIGATION SITE GEOTECHNICAL DATA", where is this information posted?	In addition to the geotechnical information provided in the contract plans, additional Geotechnical information has been posted on the US301 Project website under the Contractor Information tab. The Contractor Information site is for informational purposes only. Boring location plans and boring logs can then be found under the appropriate US301 Contract. This includes geotechnical information at the Levels borrow source. The US 301 Contractor Information website is: <a href="http://www.deldot.gov/information/projects/us301/ContractorInfo/index.shtml">http://www.deldot.gov/information/projects/us301/ContractorInfo/index.shtml</a> or <a href="http://www.US301.deldot.gov">www.US301.deldot.gov</a> .
9	On page 175 of the Proposal under the Soil Composting Special Provision under Materials it states to obtain material from ???; please provide material supplier(s)	The Soil Composting specification will be revised via addendum. The revised specification will detail the parameters with which the soil compost is to comply, but will not require the soil compost be provided by specific suppliers or sources.
8	<p>1. I-508B – in specs under measurement and payment, it states that furnishing select backfill and backfilling is incidental to Precast PCC Arch. There are no details in plan sheets that show what the limits are for select backfill. If required please include some details.</p> <p>2. For both I-508A and I-508B, the estimated bridge quantities for Graded aggregate base course Type B, is shown as TON. In the proposal and EBS file it is shown as CY. The quantities are the same in the proposal as on the plan sheets but have different units. Please confirm which unit is correct and then verify quantity.</p> <p>3. For I-508B, on the estimated quantities table on sheet 683, the item number for chain link fence is 727009. In the proposal and expedite file the item number is 727003.</p> <p>4. For I-508A, on the estimated quantities table on sheet 668, there is an item 727009 for chain link fence = 100 lf. In the proposal and expedite file there is not a bid item for this. Please clarify if there should be a bid item or if it is incidental to another item.</p> <p>5. Please provide details for the settlement monuments, they do not appear to be anywhere in the plans or standard drawings.</p>	<p>(1) The limits of select backfill will be added to the plans via addendum.</p> <p>(2) The Graded Aggregate Base Course Type B is quantified in tons. The Item number will be revised to 302005 via addendum.</p> <p>(3) The expedite file will be revised to reflect the use of 727009 per the plan via addendum.</p> <p>(4) The expedite file will be revised to reflect the quantity of item number 727009 on sheet 668. This revisions will be made via addendum.</p> <p>(5) A detail for the settlement monument will be added via addendum.</p>

Q #	Question	Answer
8	<p>6. The Proposal states that questions are to emailed to DelDOT “no less than six business days prior to bid opening date in order to receive responses.” Please provide date and time that questions are due so that there is no misunderstanding.</p> <p>7. On page i of the Proposal under Completion Time it indicates that Contract Time includes “190 Weather Days”; please clarify if this is working days or Calendar Days.</p> <p>8. On page ix of the Proposal under #31 it indicates that Norfolk Southern currently runs an average of 5 trains per day on this track; please confirm that this will be the case for the duration of the project. In addition; in order to get a quote for RR Protective insurance we need to know if the trains are passenger or freight ( which determines the limits required) and what the average speed of the trains are thru this section; please advise.</p> <p>9. Prospective Bidder Note 29 on page v of the Proposal indicates that the Contractor for T200911303 is responsible to open the entire US 301 Roadway and replace with own material or purchase traffic control measures from Contractors from 4 other contracts. It goes on to say that “All costs associated with replacing and maintaining the traffic control devices and coordinating the replacement shall be incidental to the appropriate traffic control device. Please clarify if the Contractor will be paid for traffic control devices replaced or taken over from previous contracts under appropriate bid items in this contract or if no payment will be made. “Incidental to the appropriate traffic control device is confusing.” If no payment will be made; please provide a summary listed of traffic control devices for each contract that the Contractor will be responsible for so that costs can be established. It may be beneficial to require the other contracts to provide and leave traffic control devices from their respective contracts in place after their contracts are complete; please clarify.</p>	<p><b>(6) With a Bid Date of Tuesday October 20, questions would be due no later than Monday October 12, 11:59 P.M. Please note questions may still be submitted beyond that date, but a response may or may not be issued in time for the bid.</b></p> <p>(7) The weather days are calendar days based on a five-day, Monday to Friday, work week calendar.</p> <p>(8). There are only freight trains and the maximum operating speed is 40 MPH. DelDOT is not aware of any current plans by NSRR to significantly increase the number of trains on this track during the contract period.</p> <p>(9) Once the Contractor for Contract T200911303 replaces the traffic control measures with his own material or assumes responsibility for the devices in place by entering into an agreement with the contractors for the other contracts, the traffic control devices will be paid under the respective item in Contract T200911303.</p>

Q #	Question	Answer
8	<p>10. Prospective Bidder Note 32 indicates that the Contractor for this contract will be responsible to replace erosion &amp; sediment control measures with his own material or enter into an agreement to purchase the materials from the T200811301 Contractor for the Levels Road Borrow site. It again says that “All costs associated with replacing and maintain continuous erosion and sediment control measures and coordinating the replacement shall be incidental to Item 900501 – Borrow Area Erosion and Sediment Control and Dewatering. Please provide a summary list of items that will be required for the Contractor on T200911303 shall become responsible for.</p> <p>11. The State of Delaware Wage Determination clearly lists the “Piledriver” rate at \$66.42 and Power Equipment Operator rate at \$39.15. The Federal Davis Bacon determination does not list a “Piledriver” rate but does have a “Power Equipment Operator – Piledrive rate at \$66.42. Please confirm that the intent is that both the “Piledriver” and the “Piledriver Power Equipment Operator” (Crane Operator) both have a prevailing rate of \$66.42.</p>	<p>(10) Once the Contractor for T200911303 has moved into an area where Contract T200811301 has been working, the Contractor for T200911303 is responsible for the erosion and sediment control measures required for his operations in that area and should implement the erosion and sediment control measures he feels are appropriate per Item 900501 – Borrow Area Erosion and Sediment Control and Dewatering. The expected limits of grading to be performed under Contract T200811301 are shown on the plans. The Contractor for T200911303 shall identify what erosion and sediment control measures that have been installed by Contract T200811301 that he wants Contract T200811301 to remove and allow a minimum of 14 calendar days for their removal. All work shall be coordinated to ensure continuous erosion and sediment control is provided.</p> <p>11. For bidding purposes use the State of Delaware Wage Determination rates. I believe the Davis Bacon rates are identical. If there is confusion after award we will follow up with USDOL.</p>
7	<p>I am bidding this project as a subcontractor for the Maintenance &amp; Protection of Traffic. I have reviewed the Pre Qualification forms and guidelines, and see nothing listed in our trade. It is noted on the submission form, if I check the second box "Do Not Have A Craft Training Program," that I must also enclose documentation from The State. Is there an official form, or do I submit the OJTP Packet to each contractor?</p>	<p>See the last paragraph of Question D.</p>

Q #	Question	Answer
6	<p>We are inquiring on what we need to do in order to bid a highway construction job as a Joint Venture. Can you please let me know what we need to do to in order to prequalify.</p>	<p>1) Each firm participating in the joint venture must meet the Prequalification requirement.</p> <p>2) Standard Specification 102.06 requires acknowledgement of all addenda including questions and answers, on the certification form provided by the Department and submit the form with the modified Bid Proposal Forms. The Proposal submitted must be signed in ink by a representative of the Bidder authorized to execute Proposals. Provide the name and address of the individual signing the Proposal as well as the following names and addresses as applicable: Joint Venture, Each member or officer of firms represented in the joint venture. Unless otherwise provided in the Proposal, joint ventures may submit a Proposal for a joint venture of Bidders qualified for that Project on a Bid Proposal issued to the joint venture or on a Bid Proposal issued to any one of the joint participants. The Proposal must be signed by each covenant followed by the title "Joint Venturer".</p> <p>3) Send an email to <a href="mailto:DOT-special@state.de.us">DOT-special@state.de.us</a> requesting Joint Venture Certification, Bid Bond, and other required forms. These forms are required to be submitted with your bid.</p>

Q #	Question	Answer
5	<p>With regard to Bridge No. 1-508B, no detailed foundation design is provided for the structure. The only information provided is the arch foundations are 10'-0" min. wide x 3'-0" thick. Are the foundations to be designed by the Contractor? If so, can the geotechnical report information &amp; recommendations be provided for this structure?</p> <p>Related to the above question, Sheet 683 offers some Bearing Resistance information: "Arch Culvert Bearing Resistance = 7.0 psf.", "Wingwall Bearing Resistance = 4.0 psf.". Are these values meant to be in units of "ksf" (i.e. 7,000 psf and 4,000 psf, respectively)? Are these values factored bearing resistance values to be used for foundation design? Given the anticipated arch loads, it is possible that a shallow foundation may not be feasible. If that is the case, what recommendations / design values should be followed for a deep foundation design?</p>	<p>Per Item 602506-Precast Concrete Arch and the information on the plans, the Contractor is to provide structural design calculations, shop drawings, etc. for this structure. A preliminary analysis was done by Contech to obtain an estimate of the footing size for the culvert and wing walls for feasibility and to estimate the quantities. In addition to the geotechnical information provided in the contract plans, additional Geotechnical information has been posted on the US301 Project website under the Contractor Information tab. The Contractor Information site is for informational purposes only. Boring location plans and boring logs can then be found under the appropriate US301 Contract. The US 301 Contractor Information website is: <a href="http://www.deldot.gov/information/projects/us301/ContractorInfo/index.shtml">http://www.deldot.gov/information/projects/us301/ContractorInfo/index.shtml</a> or <a href="http://www.US301.deldot.gov">www.US301.deldot.gov</a>.</p> <p>The bearing resistance values shown should be in units of ksf, culvert bearing resistance = 7.0 ksf and wing wall bearing resistance of 4.0 ksf as noted. The values are also "factored" bearing resistance values. The preliminary footing sizes were based on shallow foundations which should be feasible in this case.</p>
4	<p>It does not appear that cross sections have been provided on the CD for the above referenced project; please advise. Can these be provided so that they can be downloaded so that the Contractor can receive sooner.</p>	<p>DeIDOT does not include the cross sections as part of the official contract documents. For informational purposes only, cross sections have been posted on the US301 Project website under the Contractor Information tab. Cross sections can then be found under the appropriate US301 Contract. Other items for informational purposes only can also be found under the appropriated US301 Contract, such as a roll plan and Geotechnical Boring Logs. The website for the unofficial US301 Contractor Information is: <a href="http://www.deldot.gov/information/projects/us301/ContractorInfo/index.shtml">http://www.deldot.gov/information/projects/us301/ContractorInfo/index.shtml</a></p>
3	<p>For Item 304502 Soil Cement: Can in-place mixing with Reclamation equipment be considered in place of central plant soil cement?</p>	<p>No, mixing of the soil, cement and water shall be accomplished by the Central Mix method.</p>
2	<p>We request a three week postponement of the bid date to allow for sufficient time to bid this contract as well as the section 1A contract.</p>	<p>The bid date will not be postponed.</p>

Q #	Question	Answer
1	With a 10% DBE requirement, on which items did DeIDOT anticipate the use of DBE firms?	DeIDOT does not determine which items require the use of DBE firms. It is the bidder's determination how the DBE goal is met. Please refer to the contract language for detailed information

\* **The below Questions and Answers submitted on T200911308 contract appear here and apply to this contract.**

Q #	Question	Answer
F	Can the prequalification forms be submitted electronically?	<p>Prequalification documents can be sent via hardcopy or email. If sending via email submission, the apparent low bidder will also need to submit the originals prior to award of the project.</p> <p><b>Send email submissions to:</b>  <a href="mailto:dot-special@state.de.us">dot-special@state.de.us</a> Subject: <b>QUAL DOCS 2A</b></p> <p><b>Send hardcopy overnight delivery to:</b>            DeIDOT Contract Admin            800 Bay Road, Dover, DE 19901            ATTN: QUAL DOCS 2A</p> <p>The Department will confirm receipt of your email.</p>
E	<ol style="list-style-type: none"> <li>Does the prime contractor need to submit all of his subcontractors at the time of bid?</li> <li>Does the prime contractor need to submit craft training certification for all of his subcontractors to be prequalified?</li> <li>How can a prime contractor add subcontractors after the award if their craft training certification was not submitted at the time of the pre-qualification?</li> <li>What happens if a prequalified prime contractor fails to maintain a craft training program for the life of the contract?</li> <li>Would the Department issue an addendum to clarify the process for prequalification?</li> </ol>	<ol style="list-style-type: none"> <li>No, the prime contractor and subcontractors need to submit the "Prequalification for US 301 Contracts" form and provide supporting program documentation no later than 10 a.m. local time on the date of bid opening for prequalification.</li> <li>Yes, the prime contractor and subcontractors need to submit the "Prequalification for US 301 Contracts" form and provide supporting program documentation no later than 10 a.m. local time on the date of bid opening for prequalification.</li> <li>We will consider the addition of subcontractors after award of the Contract. Any subcontractors added will be subject to the same prequalification requirement for craft training in order to be approved for use on the Contract.</li> <li>Enforcement of the craft training program will be the responsibility of the Delaware DOL.</li> <li>Yes, an addendum will be issued. See response to Question D.</li> </ol>

Q #	Question	Answer
D	<p>As per page i - Note 5 of the Bid Proposals, for both Contract T200911308.01 and T200911303.01, states that Contractors are required to submit the Form “Prequalification for US 301 Contracts”, along with supporting program documentation” by 10:00am on the date of the bid opening for both these projects. This is in addition to the Certification which follows this form.</p> <p>Question: Can DeIDOT provide clarification as to what type of supporting documentation they are expecting from contractors.</p> <p>Please specify exactly what documents DeIDOT wants us to provide as “supporting documentation”.</p>	<p><b>The following information will also be incorporated in a future Addendum:</b></p> <p>In order to establish a bonafide Apprenticeship &amp; Training program approved by and registered with the Delaware Department of Labor (DDOL):</p> <p>Step 1 - The contractor and/or subcontractor will submit a completed Sponsor Application form along with their Worker’s Compensation Insurance Declaration page to DDOL. The contractor and/or subcontractor can also become a sponsor as part of a Joint Apprenticeship Committee (JAC), which is a group of contractors establishing an Apprenticeship &amp; Training Program.</p> <p>Step 2 - DDOL will review the information provided to confirm the truth/accuracy of all information provided on the application.</p> <p>Step 3 - Once DDOL has approved the application, they work with the sponsor to execute the Standards of Agreement, either with the contractor and/or subcontractor or with the JAC. Once the Standards of Agreement are signed by all parties, the sponsor and/or JAC has a bona fide program recognized by DOL and will receive a Certificate of Registration. If the contractor and/or subcontractor provide all of the required information, Steps 2 and 3 are expected to take one to two weeks to complete.</p> <p>Along with the “Prequalification for US 301 Contracts” form, the Certificate of Registration should be submitted as the supporting documentation. A letter from the DDOL stating that the contractor and/or subcontractor is not eligible for the Apprenticeship and Training Program due to the nature of the contractor's and/or subcontractor's work should also be submitted as the supporting documentation when applicable.</p>
C	<p>Is it feasible for prospective sub-contractors wishing to quote prime contractors to submit their prequalification documentation for craft training independently to the Department relieving the prime contractors of this responsibility and allowing the Department to post a list of pre-qualified sub-contractors?</p>	<p>No, this is not feasible.</p>

Q #	Question	Answer
B	Are we to submit all subcontractors that are under consideration, as the final decision on who we will be using will not have been made by that time?	To comply with 29 <u>Del C.</u> 6962(c)(11), all contractors and subcontractors with apprenticeable trades are required to have a craft training program and must be prequalified to bid on the US 301 projects.
A	Will you be publishing the list of signed in attendees to the US 301 Contractor Information Meeting held on August 24?	For questions and answers regarding unofficial information presented at the Contractor Information Meeting, please refer to the US301 Project Web site: <a href="http://www.deldot.gov/information/projects/us301/ContractorInfo/index.shtml">http://www.deldot.gov/information/projects/us301/ContractorInfo/index.shtml</a>