

Delaware Department of Transportation
QUESTIONS AND ANSWERS
T201906111.01

Yellow highlighting = previous questions answered in this posting: Q19 through 21

Pavement & Rehabilitation North X1, SR 1, 2019 New Castle County
Friday, July 12, 2019

Q #	Question	Answer
Thursday, July 11, 2019		
21	Please specify a depth of the butt joints at the bridges.	The final 2" asphalt rubber bituminous concrete overlay will be tied into bridges.
20	GCPN #38 also states "The taper will be incidental to the respective bituminous concrete item". Will the contractor be paid for the bituminous concrete used for both longitudinal and transverse tapers either by the TON or SY, and only the removal of the taper is incidental?	The payment of both placement of the wedge and the removal of the wedge are incidental to the bituminous concrete items.
19	GCPN #38 reads "At the end of each night's operation, place a hot mix taper in the "LONGITUDINAL" direction. Should this read "TRANVERSE" since a there is not sufficient width to do a 50' to 1" taper in the longitudinal direction? Please clarify the intent of the Department for both the longitudinal and transverse transitions between the newly placed mat and the existing surface.	The department intends for the contractor to place a hot mix taper in both longitudinal and transverse directions as needed.
18	How does the Department propose the new surface pavement overlay ties into the existing at the SR-1 median crossovers, and emergency ramp locations?	The SR-1 median crossovers shall be overlaid. Tie into the emergency ramp locations with a butt joint.
17	Page 14 of 24 of the Contract Plans states, "The Contract Drawings and Notes Provide a Sequence of Construction for this Contract."; however no sequence is provided. Please provide.	The Department intends for the successful bidder to submit a proposed sequence of construction based on the requirements set forth in the contract plans. Language on page 14 has been updated in Addendum No. 2.
16	Can the Department provide the anticipated limits and the thickness of the Type C, Leveling Course?	Please refer to page 2 of contract plans for limits, the leveling course thickness will vary from 0"-1". The successful bidder will need to place the leveling course as needed in order to achieve the rideability standards.
15	If only 36 Calendar days are allotted for SR 1 Closures, what work is specified to be completed during the remaining 69 Calendar days?	Please refer to Contract Plan notes on pages 19-20, the contractor is to come up with means and methods to be approved by the engineer prior to the start of work.

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14	Is the Contractor afforded 36 Calendar days for NB Closures, and 36 additional for SB Closures?	The Contractor is afforded 36 calendar days for both NB and SB total, please refer to Contract Plans pages 19-20.
13	Will the Contractor be charged an Incentive/Disincentive Calendar day ONLY for those days when a full lane closure(detour) is utilized? i.e. there are 36 allotted "Detour Days"	The contractor will only be charged Incentive/Disincentive Calendar days ONLY for those days when a full closure (detour) is utilized, otherwise Road User Costs will be enforced during the entire time of the project including full closures.
12	Can the Department please provide a typical pavement section so that the Contractor can determine where each of the 3 types of pavement on this Contract are to be utilized?	The leveling course will be placed as needed, ultra-thin will be placed on travel lanes and shoulders, and the asphalt rubber bituminous concrete will be placed on the travel lanes and shoulders as well.
11	If the existing ride issues are not addressed prior to the overlay on this project, how can the Department still hold the Contractor to the rideability requirements?	The Department has started PCC Patching and placing dowel bar retrofits on SR 1 in advance of this contract. If all of the patching is not complete prior to the start of work on this contract, the successful bidder may need to perform PCC Patching in advance of the overlay under the appropriate pay items in this contract. Once the PCC pavement is stabilized by the patching and dowel bar retrofits, the successful bidder will place a leveling course as needed prior to the overlay in order to help meet smoothness requirements in the finished riding surface.
10	Can the Department make a determination if the existing ride issues are due to the existing PCC Pavement, or is it an underlying subbase issue?	The Department is currently investigating, no results are available at this time.
9	The existing roadway on this project has an extremely poor ride. Does the Department have any information that can be provided to the Contractor explaining why the existing ride is so poor?	The Department is currently investigating, no results are available at this time.
8	How is the tie-in supposed to be constructed at the median guardrail near the southern limit since there is < 4' of asphalt from the edge of concrete to the face of guardrail?	The median guardrail near the southern limits will be adjusted prior to the contract starting to address the height concern.
7	Will the milled surface of butt-joints/taper-cuts be allowed to be exposed to traffic until overlaid at a later date?	Vertical differences greater than or equal to 1.5" will not be permitted to be exposed to traffic per the MUTCD. Placing, maintaining, and removal of a temporary wedge will be allowed as a temporary surface at the contractors expense (drop offs will not be permitted).

Q #	Question	Answer
6	Will the length of butt-joints be based on a final tie-in depth of 3”?	Final tie-in depth is 2” please refer to standard detail P-3. The ultra-thin layer will stop prior to the beginning of the butt joints.
5	Will any ramps, cross-overs, and/or side streets be included in the paving limits?	Only the cross overs will need to be included in the paving limits, no ramps or side streets are included.
4	Will the Ultra-thin extend the full width of the roadway including both drive lanes and shoulders?	The Ultra-thin will be used to cover both the travel lanes and shoulders.
3	What is the intention of the leveling course? Where is it expected to be utilized?	The intention of the leveling course is expected to be used in areas where there are vertical differences to level the travel lanes and shoulders as needed to achieve ride spec, quantity will be increased.

Friday, July 05, 2019

2	On plan page 1 of the traffic control notes, do the shaded and x'd out lane closure hours mean all lanes are to be closed?	This contract requires both full detour and lane closures that are only allowed during the times that are stated in the allowable lane closure chart, please see additional information on pages 14 - 20 of 24 of Plans and Specifications for additional details.
1	Official detour and MOT plans are not on the bid CD.	The watermark has been removed from the Detour and MOT plans posted on the website. You may download them from the website.