

Delaware Department of Transportation  
**QUESTIONS AND ANSWERS**  
**T200411701.01**  
**WEST DOVER CONNECTOR/KENT COUNTY**  
**Friday, October 17, 2014**

Q #	Question	Answer
60	Ref Plan Sheet 227 where the median is removed under what bid item is the temporary hot mix fill paid for?	The temporary pavement will be paid under the corresponding Hot-Mix Items installed.
59	Plan Sheet 213 note 8 indicates item 402000 as being used. That item is not on the pricing proposal. Please clarify.	Note 8 on Sheet 213 states that “The cost of all temporary roads, detours, and pavement widening shall be paid under the respective bid items and not under ‘Hot-Mix TRM’ item. The use of Item 402000 shall be used only as directed by the engineer or as indicated on the plans.” The use of Item 402000 is not anticipated as hot-mix needs will be paid under the corresponding Hot-Mix Items.
58	Ref is made to Plan Sheet 213 note 7 indicates lane restrictions will require night work. There is no temp light plant item. See also note 10 which addresses this light plant item.	Should light plants be required a method of payment will be determined at that time.
57	This contractor respectfully requests a bid date postponement for the West Dover Connector - T200411701.01 project.  The addendum number 2 that is posted on the DelDOT web site has not been received in the mail by our firm. The addendum changes bid items and the project is set to bid on Tuesday the 21st of next week. Today is Friday the 17th. We need to forward the addendum to all of our subcontractors and suppliers (many of which are DBE firms). The current time frame does not allow sufficient time for this. The posting of addendums and reformatting of proposals takes time away from the pricing of the work.	Contractors will be receiving the bid disk today. The Department does not intend to extend the bid date. The addendum contains quantity adjustments, three added items, and plan notes in response to Questions and Answers that have been addressed.

Q #	Question	Answer
56	Please clarify Note 15 under Section 200 on Plan Sheet 4. Per your earthwork summary on Plan Sheet 5 you show no excavated material meeting Type A borrow. That means that all A Borrow required on this project, 12" layer under Structural Area, and what is required to refill Undercut Excavation, must come from off site. If that is the case your A borrow quantity cannot be correct.	The quantities for Items 209001 BORROW, TYPE A and 209002 BORROW, TYPE B have been confirmed. As shown in the earthwork summary on Sheet 5 the total shown on the line for "Borrow Type 'A' Required (Including Undercut)" includes the project needs for Borrow Type A as well as the quantity of Borrow Type B for undercut. The quantities shown for Items 209001 & 209002 have been verified and are indicative of the anticipated project needs.
55	Where are bid items 401821, 401822, 401823 used on this project?	These items are shown in the typical sections on Sheets 6 & 12.
54	Do you really want to use item 401833 for the shared use paths along West Dover Connector?	Please bid accordingly.
53	On sheets 171 and 172, Details are given for the Parapets on New Burton Road at the MSE wall and Moment Slab Locations. Are these parapets paid under the same bid item as the bridge parapets, "Item 602017 P.C.C. MASONRY, PARAPET, CLASS A 145 CY"?	Yes, they are paid under Item 602017.

**Thursday, October 16, 2014**

52	The answer to Question 50 indicates that both A Borrow and B Borrow are anticipated to be required to refill undercut areas on the project and that their respective quantities are correct. The proposal quantities for both A & B Borrow total 37,546 cy (16,435 + 21,111) while the Undercut Excavation (Item 212000) quantity is only 16,889 cy. There appears to be either too much borrow or too little undercut excavation provided for in the proposal. Will the proposal quantities be revised for these items?	<p>The answer to Q50 was a direct response regarding undercut areas and the Type of Borrow to be used for backfill.</p> <p>Item 209001 – Borrow, Type A is used in the typical section as well as for dry undercut areas and the total bid quantity is reflective of all needs for that Item within the project limits. The quantity estimated for Item 209002 – Borrow, Type B has been estimated to provide additional material above the quantity of Item 212000 due to concerns in bridging the wet areas present within the project limits and the potential need for multiple layers of the Item. The combined quantities of Borrow Type A &amp; Type B were not intended to be equivalent to the proposed quantity of Undercut Excavation.</p> <p>The quantities in the bid documents are reflective of the anticipated needs for construction of the project. Please bid the items accordingly.</p>
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Q #	Question	Answer
51	There are maintenance access roads shown at some of the SWM ponds (i.e. facility #871) on plan sheet 180. How are they paid for?	The SWM Maintenance Access Road section will consist of Item 713002 – Geotextile Separation with 6” of Item 302011 – DE No. 3 Stone. These will then be covered with Items 733002 – Topsoiling, 6” Depth and 734013 – Permanent Grass Seeding, dry Ground. The maintenance access road will be paid accordingly under these Items. The quantities in the bid documents are reflective of the needs for the Maintenance Access Roads in addition to other requirements for these Items within the project limits.

**Wednesday, October 15, 2014**

50	The Answer to Question #27 indicates Item 209002 – B Borrow is for undercut areas. The plans indicate that Item 209001 – A Borrow is to be used for undercut areas. Which item is to be used for undercut areas and will the bid quantities be corrected to reflect the proper volumes?	Please see Sheet 4, Note 9. Material meeting Type A Requirements shall be used to backfill dry undercut areas. Material meeting Type B Requirements shall be used in wet undercut areas. Undercut areas of both dry and wet conditions are anticipated within the project limits and quantities for these Items have been calculated based on field conditions and represent the anticipated need for the project.
49	Can you confirm that the bid quantity for item 760507 is correct?	The quantity for Item 760507 has been revised to 65985 SYIN under Addendum #2.
48	What is Item 302006 used for on the W. North Street Pavement Rehab Project?	Item 302006 has been provided due to potential need with the installation of Item 503008.

**Tuesday, October 14, 2014**

47	Some of the typical road sections (Wyoming Mill & New Burton) show item 401801 on top of item 401816. Is this correct?	Item 401810 has been added to the project and typical sections have been updated accordingly to reflect the addition. Please see Addendum #2.
46	Special Provision 202508 in the second to the last paragraph of page 45 refers to the 2 year storm water surface elevation. What is that elevation?	The Existing 2-yr WSE just upstream of the proposed bridge & temp access road is 21.3’ as per the H&H Analysis. This elevation does not take into account the temporary access road.  As directed in the bid, the contractor shall design the wetland access road such that the working surface of the wetland access road is above the 2 year storm water surface elevation. The 2 year storm water surface shall account for the wetland access road and temporary pipe(s) and diversions effect on the storm water surface elevation.

Q #	Question	Answer
45	Please refer to the 2nd paragraph of the Basis of Payment for Special Provision 202508. What is the purpose of the requirement to submit a cost breakdown with our bid for this item?	Item 202508 – Wetland Access Road, Type II is a Lump Sum item and will be paid as such based on the submitted/approved/constructed plan by the successful bidder. Since the contractor has full discretion on means and methods for this work the Department is requiring the cost breakout. Should there be the need for revisions/additions in the field to the proposed method chosen by the Contractor the unit costs will be available for just compensation.
44	One FES on Plan Sheet 51 (18”) requires a safety end grate. There is no bid item on the proposal for 708583 so how is this safety end grate paid for?	The FES Schedule on Sheet 51 has been updated under Addendum #2 to remove the Safety Grate from FES-131.
43	Ref is made to bid item 614744; since the 6” PVC water main is existing will this require an 18” Split Sleeve Casing?	This will be at the discretion of the Contractor. The unit cost bid for Item 614744 should reflect the construction means and methods that the contractor chooses
42	Where is the work associated with item 614744 shown on the plans?	The work associated with Item 614744 is shown on Sheets 47 & 110. This Item is for encasing an existing irrigation water line that will remain in place for use by the original property owner.
41	Ref is made to Plan Sheets 268 and 269 which are noted For Information Only. Is any work required by the contractor for this project? If so under what bid items will this work be paid for?	The work on Sheets 268 & 269 is to be conducted by City of Dover and/or their representatives. The information on those sheets is provided to alert the bidding community that there will be some coordination of construction activities required in the vicinity of this work. There is no work required by the DelDOT contractor.
40	Quantity listed for item 401577 is 27,666 SY. West North Street paving is a lot less than 27,666 SY. Is there another location for item 401577 other than West North Street?	The quantity for Item 401577 is correct. This Item is to be installed on the full limits of the PCC pavement along W. North St. Please see the Typical Section for this area on Sheet 14 and Sheets 57 & 58 for additional information on this work and limits for installation of Item 401577.
39	On Plan Sheet 5, note 19 under Section 600, indicates video inspection by contractor and paid under item 612529. That item is not on pricing proposal.	Note has been reworded as Pipe Video Inspection is now Incidental to Pipe Items. Please see Addendum #2 for revised note.
38	On Plan Sheet 4, note 6 under Section 200, what does traffic signalization on junction well mean?	Note in question has been reworded to “Traffic Signalization Junction Wells.” Please see Addendum #2 for revised note.

Q #	Question	Answer
37	On Plan Sheet 179 you show a level spreader for SWM #870. Under what bid item is that paid for?	As per the detail on Sheet 179 the level spreader is paid for under Items 302011 – DE #3 Stone, 713002 – Geotextile, Separation & 735535 – SRBM, Type 5.
36	Ref selective demo (Breakout Item A-2 for Item 753516) on Page 183 of the specs calls for flowable fill for abandoned U-Ground piping. What are the limits of the flowable fill?	Any abandoned underground piping to remain in place shall be capped and filled with Flowable Fill. More specifically in regards to Item 753516 the original 16” KC-S segments between Manholes 6A & 7A, and between Manholes 7 & 7A as shown on Sheet 270 and outlined in the Sequence of Construction on Sheet 271.
35	Details for new 4’ Sanitary MH’s (part of Item 753516) shows brick channels. Will precast concrete channels be acceptable?	Yes, precast concrete channels are acceptable.
34	Ref Item A-8 on the breakout sheet for Item 753516; does that contractor backfill with excavated material and if the engineer determines the excavated material unsuitable we would be paid under Item A-8 to provide imported material.	Yes. The Contractor shall provide suitable backfill material as per Department requirements and at the discretion of the Project Engineer. Furnishing and placing Select Borrow is to be paid under Line Item A-8 for Bid Item 753516.
33	Ref Kent County Utility Relocation on Plan Sheet 270, there are no rim elevations on proposed MH A and MH B. Please clarify.	The contractor is responsible for confirming existing pipe inverts prior to ordering materials as per Sheet 271, Sequence of Construction, Note 3. Rim elevations shall be adjusted to match final proposed grades as per contract drawings.
32	You talk about RR Protective in the questions and answers but I don’t see a bid proposal item for this item. Please clarify.	See answer to Question #21.
31	Under some of the structures on this project (Item 617515, Item 617517) you show 6” of stone bedding as incidental to the structure. You are calling for GAB which is a MDDOT designation. Is this stone supposed to be GABC or # 57 stone?	The stone is incidental to Items 617515 & 617517 and is to be GABC.
30	You have two curb opening items (2340 and 0880). Please clarify	Line item 0880 is for Item 718511 – Curb/Sidewalk Opening which is shown on Sheet C-5 of the DelDOT Standard Construction Details. These are to be installed in locations where the curb opening allows water flow under the proposed sidewalk. Line item 2340 is for Item 701031 – Curb Opening, 2’ Opening which is shown on Sheet C-4 of the DelDOT Standard Construction Details. Bid accordingly as they are two very different curb opening Items.

Q #	Question	Answer
29	Item 2320 was added to the pricing proposal in Addendum #1 but with a fixed price of \$20.00 per ea-day. Is that price supposed to be fixed?	That Item is not supposed to be fixed price. This will be updated in Addendum #2.
28	According to the Specifications for Road and Bridge Construction “Curb ramps constructed in conjunction with the new P.C.C. sidewalk shall be measured and paid for under other items”. All of the curb ramps for this project are to be constructed in conjunction with new sidewalk. If this holds true bid items 640, 650 & 660 are not required because all of the curb ramp components will be measured and paid under other bid items. Please clarify the intent of the curb ramp bid items.	The curb ramp items are for the areas where we are upgrading existing or installing new curb ramps where new sidewalk is not being installed. The majority of these instances are along North St. and Saulsbury Rd. with some also at the intersection with US13. PCC Curb ramps in the hot-mix Multi-Use path are also paid under these items. The PCC islands at intersections as needed are paid under Type 5. There will be some revised quantities for Items 705001, 705008 & 705009 under Addendum #2.

**Friday, October 10, 2014**

27	What is the intended use for bid item 80, 209002, Borrow, Type B?	Item 209002 is to be used as needed in areas of undercut.
26	What is the intended use for bid item 60, 208001, Flowable Fill?	Item 208001 is to be used to Cap and Fill existing drainage pipes, structures and sanitary sewer items that are to be abandoned and remain in place under the roadway.
25	Please refer to Project Note 16A on plan sheet 4. Will the quantity of suitable material used from stockpiles to embankments be measured and paid under 202000 and does the earthwork summary include the use of this material in embankment construction?  The area designated as the Contractor Staging Area is apparently currently being used as a contractor staging area/dump site/equipment storage yard. The project notes indicate that “stockpiles” will remain for potential use on this project. Will all of the other “non-earth” materials, debris, etc. be removed by others prior to the start of this project?	The suitable materials from existing stockpiles in the project limits are to be used for embankment material and will be measured and paid under Item 202000. To the extent possible stockpiled materials were quantified and included in the earthwork summary values.  The Contractor Staging Area in question has been used previously as a staging area. The Contractor involved is currently in the process of clearing the area of equipment, debris and materials that will not qualify for embankment.

Q #	Question	Answer
24	Please refer to General Bridge Note 6D on plan sheet 112. That note indicates that the abutment backfill (front and back) will be measured and paid as Borrow, Type C – Item 209003. However, that bid item is only included for bridge 2-157. Additionally, Item 602553 states that backfill for MSE walls is incidental and will not be measured for payment and Borrow, Type C will not necessarily meet the backfill material specified in 602553. Please clarify.	Item 209003 – Borrow Type C will be added to Bridge 2-156 under Addendum #2. The backfill that is incidental to Item 602553 (MSE Walls) is specified by the MSEW Manufacture and may or may not meet DelDOT’s criteria for Borrow, Type C.

**Wednesday, October 08, 2014**

23	On sheet 127, "Footing Typical Section", an arrow points to the bottom of the pier footing and elevations for each pier are given(presumed bottom of footing elevation). When you compare these elevations to the existing ground elevations given on the profile sheets, Sheets 66 and 67, the new footing will stick up out of the ground approx 2 ft. The detail show the footing being covered with 2'-4" of backfill (6", DE #3, 1'-6" R-5 Riprap, 4" of Topsoil).  Are these footing elevations correct? Should these elevations be the top of footing, instead of bottom of footing?	The elevations given on Sheet 127 are to the top of the footing and are dimensioned incorrectly in the Footing Typical Section.
22	Will the railroad require shoring for any of the pier excavations? There are no specific restrictions/limitations/conditions provided (distance from tracks, etc) for us to determine. Based on previous experience, at least the center pier for Bridge 157 may be within a railroad ‘zone of influence’ where shoring could be required.	There will be shoring required for the excavation of the pier as there is not sufficient space for proper safety grading. All costs for the shoring will be covered under the price bid for Item 207000 as per Section 207 of the DelDOT Standard Specifications.
21	Under what item will the railroad protection & railroad protective insurance described in Addendum 1 be paid? The Department historically provides a special provision for this to be specified and paid under.	Any costs associated with the railroad protection & railroad protective insurance will be incidental to the Contract. No special provision will be specified for payment.

Q #	Question	Answer
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**Monday, October 06, 2014**

20	In the schedule of items, it lists 743025 – Install Temporary Impact Attenuator, Qty 4. Is there going to be a quantity for 743029 – Furnish Portable Impact Attenuator, Non- Gating, Redirectional, Test Level 3 and 743030 – Relocate Portable, Temporary Impact Attenuator?	Item 743028 - FURNISH TEMPORARY IMPACT ATTENUATOR – NON-GATING, REDIRECTIVE, TEST LEVEL 2 will be added to the contract bid documents at a quantity of 5 Each. There will not be any quantity for Item 743030 since the impact attenuators are only used in Phase 2 Stage 1.
19	The subject contract requires construction of bridges over existing railroad tracks. I can't find any requirement for the contractor to provide railroad protective liability insurance. Is this required? If so please provide detailed requirements including the name of railroad owner, type and number of tracks, number of trains per day, speed of trains, limits of liability, etc.	The Agreement between the Department and Norfolk Southern Railway Company (NSRR) is included in the Bid Proposal document for the project. This provides the requirements for the Contractor to provide railroad protective liability insurance. Also posted is the 'Special Provisions for Protection of Railway Interest' which is referenced in the agreement and more specifically describes the insurance requirements. There are multiple lines located in the project area, all are Freight lines and are owned by NSRR. The mainline running north-south along New Burton Rd. is their Delmarva Secondary with two sets of rails in the vicinity of our crossing, has a maximum speed limit of 30MPH and carries seven (7) trains per day. The other line is their Industrial Track which is a spur line into the Kraft & General Foods facilities. This rail is lower speed and receives less travel, exact numbers were not available. Again, please see the Agreement for the liability insurance information and insure the Contractors follow the instructions carefully for NSRR Approval.
18	Plan sheet 140 gives details of the expansion joints for abutments and pier 3. However, according to plan page 133, the abutments don't have any expansion joints. There are expansion joints between the approach slabs and sleeper slabs. Are these joints measured and paid as part of bid item 1980?	The expansion joint detail on Sheet 140 applies only to the joint at Pier 3. Sheet 142 has an expansion joint section detail for the approach slabs. The joints are measured and paid under Item 605511.
17	The handrail details on plan sheet 114 show a two line railing. However, all of the typical sections of bridge 2-156 show a single line railing. Are the details on sheet 114 correct?	The handrail details on Sheet 114 are correct, typical section shows location.

**Friday, October 03, 2014**

16	Could you explain where on each Structure Item 602001 PCC Masonry Class A is located. We are having trouble finding this Item.	Item 602001 pays for the wingwalls on BR 2-156 and for the wingwalls and moment slabs on BR 2-157.
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Q #	Question	Answer
<b>Thursday, October 02, 2014</b>		
15	<p>Line items show a total quantity of 42 Davit Arms:            #1450, qty 18- 8'            #1460, qty 9 -12'            #1470, qty 15-15'            Plans show a qty of 46 Davit Arms. Should there be an item for the qty (4) 20' Davit arms shown on the plans?</p>	<p>Items 746888, 746889, 746890 and 746594 will be removed from the bid documents in Addendum No. 1. Costs for Davit Arms are covered under Item 746517.</p>
14	<p>Where are the details for bid item 272501 found on the plans?</p>	<p>The special provision for the Item 272501 - Stormwater Management Outfall Structure, Special will be revised in Addendum No. 1 to specifically refer to the details for the 5 weir wall outfall structures and can be found on the SWM Sheets 183, 186, 189, 192, and 195.</p>
13	<p>On Plan Sheet 43 at Station 1155+82 both right and left of centerline are there supposed to be two new inlets placed?</p>	<p>The plans will be revised in Addendum No. 1 to remove proposed inlets and call for a curb opening at the existing inlets at Sta. 1151+76.3, 48.7' RT (previously DI-227) , Sta.1154+25.8, 40.0 LT (previously DI-229) Sta. 1154+21.5, 63.0 RT (previously DI-242) and Sta. 1155+82, RT (previously A/C) . DI-231 has been moved to doghouse over the existing 18" RCP and P-236 has been removed.</p> <p>The existing inlet at Sta. 1155+82, LT will be removed and replaced with a new inlet (DI-249) and pipe (P2-36) that will connect to the existing pipe.</p>
12	<p>For DI-223,226,227,229, and 242 what is the size of the pipe the doghouse inlets are placed over?</p>	<p>The existing pipe sizes that the inlets will doghouse over are 15" RCP. In addition, DI-227, DI-229, and DI-242 will be removed from the Contract in Addendum #1.</p>
11	<p>Can you clarify what the following structures outlet to: DI-115, MH105, DI-117, DI-121?</p>	<p>DI-115, MH-105, DI-117 and DI-121 connect to the existing storm drain system and outfalls.            DI -115 connects to the existing 30" outfall pipe to Isaac Branch.            MH-105 connects to the existing 18" outfall pipe to Isaac Branch.            DI-117 connects to an existing 18" storm drain that connects to an existing structure at 1007+25 that ultimately flows to DI-115            DI-121 connects to the existing 30" outfall pipe to the Isaac Branch.</p>

Q #	Question	Answer
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**Wednesday, October 01, 2014**

**NOTE: RESPONSE TO THE FOLLOWING QUESTION HAS BEEN MODIFIED: QUESTION 10.**

10	Plan sheets 160 & 161 show a 1'-0" thick layer of something under the Pier footer. Is this layer Coarse Aggregate for Foundation Stabilization? If so is it going to be measured and paid as such? The pier details for bridge 2-156 do not show this 1'-0" layer under the footers. Is it the Department's intent not to have any stone under those footers?	<del>This layer was errantly shown on plans and is not required as the footer is on piles. This will be removed in Addendum #1.</del> The 1'-0" layer shown is Coarse Aggregate for Foundation Stabilization, is to be paid under Item 608000 and will be labeled as such on Sheets 160 & 161. The pier details for Bridge 2-156 will be revised to include this layer and quantity will be revised. These revisions will be included in Addendum #1.
9	Bid Item 708107, MH Round, shows a quantity of 6 Each. We have located MH 102, 103, 104, and 105. Where are the other MH's	The quantity for Item 708107 is incorrect and is 4 not 6. This will be revised in Addendum #1.
8	On Plan Sheet 31, FES 114 & FES 115 are shown in the FES Schedule as 24" RCP. Pipe 190 run which connects the two FES is shown as 18" RCP. Please clarify.	Both FES 114 & 115 are mislabeled in the schedule. They are both 18" and will be revised accordingly in Addendum #1.
7	What represents the limits of clearing on this project?	The Limit of Construction (LOC) represents the limits of clearing for the project.
6	Note 26, under section 700, on Plan Sheet 6 indicates DelDOT will get millings from this project delivered to the nearest Maintenance Yard. What is the nearest Maintenance Yard and what is the distance to this project?	The millings are to be delivered to the Cheswold Maintenance Yard, approximately 14 miles from the staging area.
5	Reference is made to note 4, under general notes, Plan Sheet 4 indicates that cross-sections for this project are available. How do we get copy of the cross-sections?	The cross-sections have been posted to the website.
4	How will the precast wingwalls from Bridge 157 be paid?	Wingwalls for Bridge 157 are not precast, this was mislabeled on Sheet 151. They are cast in place and paid under Item 602001 – PCC Masonry, Class A.
3	From sheet 313, how will the 4" PVC ITMS conduit, 2" PVC RWIS conduit, and 1" PVC RWIS conduit in the parapets and bridge decks be paid for (under what item)?	The conduit(s) shown in parapets and bridge decks are incidental to the parapet, Item 602017 – PCC Masonry, Parapet, Class A and deck, Item 602013 – PCC Masonry, Superstructure, Class D.
2	How many test piles in each pier for bridge 2-156?	Three test piles per pier, see sheet 120.

**Wednesday, September 24, 2014**

1	Is concrete for the sleeper slabs measured and paid as P.C.C. Masonry, Approach Slab, Class A?	Yes.
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