

Delaware Department of Transportation

**QUESTIONS AND ANSWERS**

**T201400504.01**

**SR9, RIVER ROAD (N378) RAILROAD CROSSING SAFETY IMPROVEMENT, NEW CASTLE COUNTY**

**Friday, August 22, 2014**

Q #	Question	Answer
15	Is electronic submission of the bid required or may it be hand-delivered?	Electronic submission is not allowed or accepted. All bids must be submitted with hard copy. Please review Section 102 of the Standard Specifications found here; <a href="http://www.deldot.gov/information/pubs_forms/manuals/standard_specifications/pdf/2001StdSpecForRoadAndBridgeConstruction.pdf">http://www.deldot.gov/information/pubs_forms/manuals/standard_specifications/pdf/2001StdSpecForRoadAndBridgeConstruction.pdf</a>

**Wednesday, August 20, 2014**

14	What is the existing typical section as it exists now? Note 3 under section 200 on plan sheet 3 which you indicate that removal of concrete base is to be removed under item 211501 which is a lump sum item. How do we ascertain if concrete base is present?	The existing crossing typical section to be removed on this project is a “concrete panel lay-in crossing surface”. The concrete panels extend from the top of the rail downward and rest on top of the wooden ties that comprise part of the existing track system (approximately 6 inches in total depth). The concrete lay-in panels are attached by a series of lag screws through the concrete panels and are screwed into the wooden ties. Nominal dimensions of the concrete lay-in panels themselves will vary depending on their location in the field or gauge area of the track. At this time, no other concrete base or subsurface foundation is known to exist within the limits of track construction. It should be assumed that the remaining track section under the concrete panels consists of traditional railroad ties and ballast (stone).
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Q #	Question	Answer
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**Wednesday, August 13, 2014**

13	Under the item 202000 is any of the area under the new track panels paid under this item or is it strictly for the patch area adjacent to the track panels?	Item No. 202000 does not include excavation under the new track panels. This item is for the full depth roadway patch areas and additional grading as identified on the plans. The limits of Item No. 211501 – Removal of Railroad Crossing are identified on sheet 4, as a one (1) foot offset, north and south, from the proposed concrete crossing surface vertical to the bottom of the proposed full depth track box as shown on the typical sections. This item also includes the required excavation for the proposed track panels outside of the full depth concrete panels. Item No. 212000 – Undercut Excavation shall be utilized if additional excavation is required under these identified excavation limits.
12	You have a bid item for 208000, Excavation and Backfill, for pipe trenches. There is no pipe to be installed on this contract. Is this strictly for test pits?	Correct. Item No. 208000 – Excavation and Backfilling for Pipe Trenches was included in the contract for Utility Test Pits.
11	The fax number listed for Progress Rail Services does not appear to be correct. Can you please verify number listed?	The updated Progress Rail Services contact information is as followed:  Progress Rail Services 11209 Electron Drive Louisville, KY 40299 Office: 502-368-6562 Fax: 502-367-1484

**Thursday, August 07, 2014**

10	Are the existing ties that get removed wood creosote ties?	The Bidders may assume that all ties to be found within the Project area that are to be removed are creosoted ties and must be disposed of in a safe and legal manner. All costs shall be included in Item # 211501 – Removal of Railroad Crossing.
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Q #	Question	Answer
9	What is the typical section of the track area where the new panels are to be installed? Is there concrete base under the panels?	<p>Between station 202+32.07 to station 202+92.07, flowable fill will be utilized for the base under the proposed concrete crossing system. As shown on sheet 4, geotextile shall be placed at the bottom of the excavation, 8" of GABC, 10" of flowable fill, and 2" of Delaware No. 10 stone. Notes #6 and #7 of sheet 4 are specific to the flowable fill construction.</p> <p>Outside of the concrete crossing system limits, the contractor shall follow the track panel typical section shown in the lower left corner of sheet 4. The existing ballast, crossties, rail, and other rail components shall be removed. Geotextile shall be placed at the bottom of the excavation and 12" minimum depth of Delaware No. 3 stone shall be placed. The crosstie detail has been included on sheet 9 within the construction details.</p>
8	What is the diameter of the pipe that is noted in note 13 on plan sheet 6? What is the length that requires cleaning?	In note 13 on sheet 6, the pipes identified to be cleaned out are 160 LF of 15" RCP from the inlet at station 501+08 RT to Grantham Lane and another 55 LF of 15" RCP crossing Grantham Lane to the Southeast quadrant of the intersection (totaling 215 LF of 15" RCP). All pipes to be cleaned out are located within the state's right of way.
7	What is the intent of note 2 on plan sheet 6?	Norfolk Southern will be installing a new 132 RE rail section within the outlined area so that the tie-in on the West side of SR9 will be a consistent transition through the crossing. The contractor is required to coordinate with Norfolk Southern to complete the final connection.
6	Pages 110 thru 115 of the specs are blank ( <i>on the bidders disk</i> ).	A corrected bidders disc is being re-sent.

Q #	Question	Answer
5	<p>For the RR protective quote our insurance carrier needs the following info:</p> <p>A. Name of railroad</p> <p>B. Frequency of train traffic daily</p> <p>C. Whether train traffic is freight or passenger</p>	<p>A. Tracks from the Westerly Right-of-Way of SR9 Eastward to the Printpack Plant are privately owned by: Printpack, Inc., 600 Grantham Lane, PO Box 110, New Castle, DE 19720-0100</p> <p>All railroad cars using this Branch are switched only by Norfolk Southern. This Branch Line dead ends at Printpack.</p> <p>B. Less than 4 trains (crossings) per week.</p> <p>C. Train traffic is freight only.</p>
4	<p>There are no DelDOT wage rates included in the specs (<i>on the bidders disc</i>).</p>	<p>A corrected bidders disc is being re-sent.</p>
3	<p>Is there going to be a scheduled site visit to view the site and working conditions?</p>	<p>No, there is no scheduled site visit.</p>
2	<p>I looked through all of your documents ... and could not find ... whether this projects requires a bid bond and/or performance and payment bonds...</p>	<p>Bond information is provided on the certification page, and the form to be used to submit the Bid Bond is provided with the documents.</p>
1	<p>n/a (copy of request to Printpack for Specialty Items contractor approval)</p>	<p>n/a</p>