

Delaware Department of Transportation

QUESTIONS AND ANSWERS

T201407402.01

BR 1-191 ON N318 MILLTOWN ROAD OVER MILL CREEK, NEW CASTLE COUNTY

Monday, March 16, 2015

Q #	Question	Answer
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Friday, March 13, 2015

15	Is there new rebar that gets installed in the Reconstructed Backwall side of the South Abutment Expansion joint? Currently the detail on Sheet 14 does not show rebar.	There is rebar in the South Abutment backwall. It is similar to the rebar shown in the North Abutment.
14	In regards to the overall schedule we have the following concerns in regards to the waterline work that is required by both the "State's Contractor" and Artesian. There are three 15 work day activities defined by Artesian in the Utility Statement, these equate to about 70 Calendar Days when you consider weather days, holidays and the fact that Utilities don't work on weekends. The entire project is only 80 Calendar Days, you can't install the new curb and sidewalk or paving until the waterline is completed and tested. Therefore we do not see how it is possible to complete this job within the dates that are allowed.	We expect the State contractor and Artesian to, at the least, be able to work concurrently on opposing sides of the bridge and not cause a continuous interruption to the contractor's work.
13	Can you please clarify the limits of existing wingwall demolition that is expected in order to properly install the Modular Block walls at each corner? As an example, without removing the entire southwest wingwall it will not be possible to install the reinforcing geo-grid for Proposed Retaining wall #1. As a second example, approximately 4' of the length of Proposed Retaining Wall #4 is inside the bearing line of the bridge and therefore the reinforcing and backfill would essentially need to be installed in open space or air, obviously this is not possible.	Wingwall demolition (when necessary to achieve appropriate reinforcing geo-grid lengths) should not occur beyond the abutment backwall.
12	Are existing or as-built plans available to be uploaded to the website for review before bids are due? At a minimum we would like a detail of the existing C13.8 Shear Connection to the top of the beam.	See As-Builts for Contract 1638.

Q #	Question	Answer
11	Is Temporary protective shielding going to be required for this work? It does not appear to be incidental to any of the bid items and typically item 601522 is used when shielding is required.	The Contractor is responsible for making sure debris does not fall into the stream during demolition. If s/he feels shielding is necessary, s/he should bid that into item 211000.
10	Anchor bolts for the new bearings are designated as 1/2" diameter on the plan and note 6 on sheet 11 says anchor bolts are to be swedged. This is not a typical diameter for a swedged anchor bolt that is readily available by the manufacturers. Can you please check to make sure this is the diameter of anchor bolt required?	The 1/2" shown is incorrect. The diameter of the anchor bolt shall be 1 1/4".
9	Do the sole plates over top of new bearing pads need to be welded to the existing girders? Sheet 11 does not currently show any weld.	The sole plates need to be welded to the existing girders with a 5/16" weld.

Wednesday, March 11, 2015

8	To meet the schedule, work will need to be performed during nights and weekends and the work will most certainly include "construction noise". Given there is very little time prior to the anticipated NTP date, will the Department be obtaining a waiver of the noise ordinance in advance of construction?	The timing estimate for this project is based on 10 hours per workday. Noise restrictions are from 10 pm to 7am, which allows for 14 hours per workday. If the Contractor feels these times are not adequate to meet the schedule, it will be his/her responsibility to obtain a noise waiver from the County.
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Tuesday, March 10, 2015

7	Since design/lead/fabrication times will be at a premium, can TW & BW elevations be provided for the retaining wall (Item 602615)?	<p>Top of wall and bottom of wall elevation: RW #1 TW = 100.00, BW = [92.00, 99.30] RW #2 TW = 99.50, BW = [94.00, 97.00] RW #3 TW = 98.00, BW = [94.00, 97.30] RW #4 TW = 97.00, BW = [89.00, 95.00]</p> <p>For BW = [X1, X2], bottom of wall varies from X1 to X2. Note that actual bottom of wall elevations can vary based on the retaining wall manufacturer's recommendations. Bottom of wall elevations given here assume 1' embedment in existing ground.</p>
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Q #	Question	Answer
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Monday, March 09, 2015

6	Contract T201407402 <i>contains</i> onerous road user costs of \$2,000.00 per hour. We believe that there are so many circumstances that could arise in the removal of the deck as it exists today. We strongly urge you to reconsider and go to a phased removal and replacement of the deck and remove the \$2,000.00 per hour road user fees.	Addressed in Addendum No. 1. Road User Costs reduced from \$2,000.00 to \$500.00 per hour.
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Wednesday, March 04, 2015

5	Road User Costs are listed at \$2,000.00 per hour. That comes out to \$48,000.00 per day. While I'm sure it is important to open the road in time for classes, that rate is excessive. Can it be reconsidered?	Addressed in Addendum No. 1. Road User Costs reduced from \$2,000.00 to \$500.00 per hour.
4	There is a considerable amount of work to do in a short period of time. This will likely require multiple crews and multiple shifts. Are there any restrictions regarding nights & weekends?	Refer to Section 22.02.007 of the New Castle County Code for restrictions related to noise prohibitions. Section 22.02.007 states that construction noise is prohibited "between the hours of 9:00 p.m. and 7:00 a.m. the following day on weekdays and between 10:00 p.m. on Friday and Saturday evening and 9:00 a.m. on Saturday and Sunday mornings or between 10:00 p.m. the day before and 9:00 a.m. the day of a legal holiday which creates a noise disturbance, except as provided in this Section." This is the only restriction we are aware of.
3	Please provide the extent of the approach slab removal that is incidental to 211000.	The approach slabs start approximately at STA 13+20 on the South side and end approximately at STA 14+60 on the North side of the bridge. They vary in thickness along their length from 1'-0" to 2'-2" according to pre-existing plan details.

Monday, March 02, 2015

2	Can you verify that the quantities for hot mix and GABC as listed are correct per plans?	The quantities have been checked and are correct.
1	What is the typical pavement section of the driveway located at Station 10+20 Left of Centerline?	The only driveway is located at STA 11+00 L. That driveway section is 6" sidewalk (item 705002). If referring to the patch on Thunder Hollow Road (STA 10+00 L), that pavement section is the same as the roadway section.