

Delaware Department of Transportation  
**QUESTIONS AND ANSWERS**  
**T201407501.01**

**REMOVAL OF BR 2-357P PEDESTRIAN BRIDGE OVER ST. JONES RIVER, KENT COUNTY**  
**Friday, June 17, 2016**

Q #	Question	Answer
6	Do you have any soil borings at the 2 cofferdam locations?	No.

**Wednesday, June 15, 2016**

5	Page 19 of the bid specification state that if the special notice to contractors is not submitted, the bid will be deemed non-responsive. This notice is specific to the item 605533, cleaning existing steel structures hazardous bas L. S. on pages 13-18. Since the bridge is to be removed rather than undergo a restoration and the steel will be sent to a metal recycling facility, are the requirements under Section 605533 required for containment , air monitoring and disposal of waste , if the contractor removed the bridge for recycled in a manner that does not require cleaning?	605533 - Cleaning Existing Steel Structures, Hazardous Base (L.S.) will be deleted in Addendum No. 1.
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**Monday, June 06, 2016**

4	The plans, as noted on Sheet 10, indicate a high pressure natural gas line runs approximately within 10 feet of Pier 1 and within 5 feet of Pier 2. Knowing that the exact location of this natural gas line will not be able to be field marked due to its location, will DelDOT consider a water inflatable cofferdam or other cofferdam solution for use in lieu of driving sheet pile and possibly hitting the gas line?	The contractor may pursue alternative cofferdam methods. However, the contractor must submit for approval a spec sheet and a working plan for any alternate method. It is also the contractor's responsibility to ensure the work area is appropriately dewatered and the system is properly designed for all applicable loads.
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**Thursday, June 02, 2016**

3	Can the far bank rock and concrete support be broken up and left in place as a BMP for erosion and sediment control?	No, the rock and concrete support may not be broken up and left in place. It is to be removed in its entirety.
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Q #	Question	Answer
2	<p>Having visited the site on an outgoing tide, an water-inflatable cofferdam or porta-dam type system will not work because the bottom of the channel is not flat and the flow of water is too powerful, additionally, there is not enough room for a large crawler crane needed to reach the far bank and install sheet pile type cofferdam around the bridge support. Please advise on any acceptable alternates for this work?</p>	<p>The contractor is responsible for devising appropriate means and methods for completing this project. As stated in the plans, the contractor is responsible for coordinating with the Dover Air Force Base in regards to gaining access to the roadway on the east side of the river. The roadway/bike path shown on the east side of the river is owned by DelDOT. DelDOT has 15' of Right-of-Way on each side of the centerline of the path. The Dover Air Force Base has a gate east of Bridge 2-357P that can provide access.. To use this roadway as an access point for the demolition, the contractor would need to coordinate with the Dover Air Force Base. A point of contact for the Dover Air Force Base has been provided on the Notes Sheet. The Dover Air Force Base contact is Jason Halpin, and he can be reached at the number or email provided on the Notes Sheet. The contractor is allowed to work from the east side of the bridge within the LOC shown on the plans. However, if the contractor wishes to enter the construction site through the path on the east side of the river, he/she will need to coordinate with and gain approval from the Dover Air Force Base.</p>

**Friday, May 27, 2016**

1	<p>Can you identify the owner of the marsh land on the east side of the bridge and whether access to this area is possible or does all work need to be completed from the west side or the river itself ?</p>	<p>The marsh itself is privately owned by Robert Patterson &amp; Willard F. Patterson. The roadway/bike path shown on the east side of the river is owned by DelDOT. DelDOT has 15' of Right-of-Way on each side of the centerline of the path. To use this roadway as an access point for the demolition, the contractor would need to coordinate with the Dover Air Force Base. A point of contact for the Dover Air Force Base has been provided on the Notes Sheet. The Dover Air Force Base contact is Jason Halpin, and he can be reached at the number or email provided on the Notes Sheet. The contractor is allowed to work from the east side of the bridge within the LOC shown on the plans. However, if the contractor wishes to enter the construction site through the path on the east side of the river, he/she will need to coordinate with and gain approval from the Dover Air Force Base.</p>
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