

Delaware Department of Transportation

QUESTIONS AND ANSWERS

T201707404.01

REHABILITATION OF BRIDGES 1-810, 1-811, 1-812, 1-813 ON I-495

Thursday, April 09, 2020

Q #	Question	Answer
29	<p>Note 1 on sheet 6 indicates the Contractor will prevent debris from falling into the areas below the bridge by constructing shielding. Sheets 30 and 31 provide a suggested temporary shield plan for only the areas over the railroad and Christina Ave. Please confirm if the extent of the shielding is just over these areas (RR and Christina Ave) or if the Contractor will be required to shield the entire length of the bridge (no dropping debris to the ground).</p>	<p>The Contractor will be required to shield the entire length of the bridge. Shielding over the railroad must be reviewed and approved by Norfolk Southern. The suggested shielding shown on sheets 30 and 31 is a similar design to what has been approved by Norfolk Southern on projects in the past.</p>
28	<p>As a follow up to question #19, the response referenced Special Provision 760501 which is for the Deep Cut Hydrodemolition. As it relates to item 211000, Removal of Structures and Obstructions, will the removal of the deck on BR 1-813 also be limited to 35 pound class hammers?</p>	<p>See answer to question 25.</p>
27	<p>The second paragraph of Section 760500/760/501 of the DELDOT Special Provisions states that “A Coring Report and the Results of the Echo Impact Survey” are part of the Contract Documents and are available upon request. Would you please submit a request for the Coring Report and the Results of the Echo Impact Survey.</p>	<p>A Coring Report and Impact Echo Survey are not available. This statement was stricken from Special Provision 760501 under Addendum 2. It is expected that the deck is in good condition within the top layer of reinforcement that is within the limits of the hydrodemolition. Most of the concrete deterioration is within the bottom layer of reinforcement in the overhang.</p>

Q #	Question	Answer
26	The current timing for this project will make it that final permanent striping will be performed in the winter months. The standard specifications prohibit striping in those temperatures, please advise. These same limitations would also apply to concrete coatings, reinforcing steel coatings and any other temperature sensitive activities that need to be performed to obtain substantial completion of the project.	Weather days and delays will have to be taken into account in the schedule for activities that are limited by temperature in accordance with the spec.
25	The removal of existing parapets and overhang for BR-813 is paid and governed under specification section 211 and the replacement activities are covered by section 610 of the specifications. Neither of these sections specify removal guidelines but there are references in the plans to section 628 for the overhang replacement. Section 628 does reference a maximum chipping tool of 30 LBS. This hammer-size/methodology would be completely impractical for the type and volume of work for this project. Please confirm that alternate tooling and energies for concrete removal are acceptable, provided the contractor can obtain approval from your department.	The Department may consider alternate methods of removal for the overhang. For areas where a pneumatic hammer is used, the hammer shall be limited to a 35-pound class in accordance with Special Provision 760501. Areas designated for hydrodemolition shall be performed in accordance with Special Provision 760501.

Wednesday, April 08, 2020

24	Plan sheet 5 under Section 200 calls out for Access Ladders and Steel Support Structures to be removed at Piers 15E,15W,18E and 18W. We cannot locate any plan sheets showing any existing details or limits of removal. Please provide this information.	Details for the access ladder and steel support structure can be found in the Construction Plans for Contract 71-05-007, Sheet 33. The steel manhole in the median barrier, access ladder and steel support structure attached to the girder will be removed at the locations indicated in the plans. Remove barrier to the limits indicated on Sheet 40 and 41 in the Plans and reconstruct the barrier using the details provided on those sheets.
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Q #	Question	Answer
23	Plan sheet 5 under Section 200 calls out for Stand Pipes to be removed, salvaged and reinstalled. We cannot locate any details showing the existing locations of the standpipes or any reinstallation details. Please provide this information.	<p>Standpipes are located on Pier 9 (NB & SB), Pier 17E (NB) and Pier 17W (SB). Details of the stand pipes could not be located in the available archived plans.</p> 
22	The contract plans do not specifically call for re-coating the salvaged overhang reinforcing bars on BR-813, but section 628 of the specifications does reference recoating epoxy bars. There are over 40,000 salvaged bars on this structure, please clarify if these bars must be re-coated?	The salvaged overhang reinforcing bars in the deck are black bars (not epoxy-coated), and per Section 628.03(E) of the Standard Specifications, it is not necessary to coat existing black bars. Bars shall be cleaned to bright metal by removing rust, coatings, or any foreign material using grit-blast, wire-brushing, or other approved means in accordance with the spec.
21	There are no specific Insurance requirements listed in the Bid Documents. Please provide specific specifications for the types of insurance coverages, coverage limits, additional insureds, etc. required for this Contract.	There are no additional insureds required. Successful Contractor must purchase adequate insurance for the performance of the contract.
20	The Bid Proposal Forms section for this Bid does not contain this Non-Collusive Bidding Certification. Please provide this form for execution by the Bidders.	The Non-Collusive Bidding Certification is incorporated into the second page of the Certification document.

Q #	Question	Answer
19	Is there any limit on the weight class of pneumatic and hydraulic hammers that can be used to remove portions of the existing deck?	Per special provision 760501: “pneumatic hammers no heavier than the nominal 35-pound class will be allowed”.
18	Note 2 on sheet 37 calls for cleaning and retying or replacing deteriorated rebar in accordance with Section 628.03 E 7 and makes this work incidental to Item 611001 Bar Reinforcement, Epoxy Coated. It is not possible to quantify the amount of bar that will have more than 20% section loss in the prebid timeframe. And considering the size of the bridge this could be significant. Will the department consider adding a separate bid item for the Replacement of Deteriorated Rebar or indicate an expected quantity of bar replacement to be considered incidental?	Any replacement bars will be paid under item 611001 at the contract unit price.

Monday, April 06, 2020

17	Per addendum 1, Railroad Liability insurance was added but not train or track details were given. Can you please provide the train details (passenger or freight, number of trains per day/during working hours, number of tracks, etc.)?	Crossing ID (AAR/DOT No.) 593574B Norfolk Southern. Freight Only – NO passenger trains, two Tracks under I-495 with less than 1 train per day. Assume 3 trains per week. Train schedule varies.
16	The allowed contract time of 260 Calendar days is very tight, especially when considering that the time frame spans the winter months of December through March. During this winter timeframe much of the work will not be allowed due to temperature restrictions. Will the Department consider rephrasing this project to perform the Northbound work in 2020 between June and December and then the Southbound work between March and September of 2121?	The intent of this project is to be complete before construction of the I-95 viaduct project begins in March 2021.
15	The contract allows for 260 Calendar Days to complete this project. Will the Department provide the working schedule used to develop this duration?	The schedule will be developed by the bidders, per the contract documents.

Q #	Question	Answer
14	Several of the approach piers on both sides of the river have drainage systems that are mounted to them. Some of these downspouts extend 75' below the bridge deck, will contractors be allowed access from below for various work activities, provided they work within the controlled access limits. If underside access is permissible, please provide details for access points, erosion control measures and any other details relevant to this underside access.	Access to the underside of the bridge is available via an existing access road on the northwest side of the bridge, and via Christina Ave for the spans south of the river. E&S controls shouldn't be necessary to access the piers.
13	Note #4 on plan sheet 6 calls for NCHRP 350/MASH acceptable barriers. If only the latest approved version of a DelDOT temporary barrier is acceptable, there may not be enough barrier available to have an NTP of June 2020. Please advise if MASH approved barriers from adjacent states are acceptable or if non-MASH DelDOT barriers are acceptable.	Temporary barriers should conform to Section 807 of the Standard Specifications. Section 807.02.1 lists the requirements.
12	Note #4 on plan sheet 6 calls for contractors to submit working drawings for anchoring the temporary barriers to the superstructure. There do not appear to be any DelDOT standards that provide the number of anchor points per 12' or 20' barrier section. Please provide total number of pinned connections per each barrier length.	The number of pinned connections per barrier section will depend on the barrier system that is used.
11	Note #4 on plan sheet 6 calls for NCHRP 350/MASH acceptable barriers. Please provide a list of acceptable barriers for this application, either from a list of barriers from neighboring states or will only a DelDOT temporary concrete barrier will be acceptable.	Temporary barriers should conform to Section 807 of the Standard Specifications. Section 807.02.1 lists the requirements.

Thursday, April 02, 2020

10	I believe project information in railroad insurance spec is incorrect.	The Project Information in section XIX of special provision 801501 will be revised in upcoming as follows: Date: N/A NS File No.: BR0026357 NS Milepost: WO-0.42 Sponsor's Project No.: T201707404
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Wednesday, April 01, 2020

9	Plan Sheet No.5, Note 7, states that as-builts of the existing structure are available. Can DelDOT provide these as-builts?	The as-built plans have been posted to the website.
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Q #	Question	Answer
8	Special Provision 760501 – DEEP CUT HYDRODEMOLITION makes references to placing an LMC overlay. Plan Sheet No.6, Note 2, indicates that the deck concrete is Class D. Will any of the deck concrete be LMC?	Special Provision 760501 will be corrected through an upcoming addendum.
7	Special Provision 760501 – DEEP CUT HYDRODEMOLITION states that the existing LMC overlay shall be milled to a depth as shown on the plans (prior to performing the hydro-demolition), this depth is not indicated on the plans. Please provide the depth the concrete milling.	Special Provision 760501 will be corrected through an upcoming addendum.
6	Is DeIDOT or the contractor responsible for paying the cost of railroad flagging?	DeIDOT pays the cost of railroad flagging.
5	The Railroad Statement references the contractor following the requirements stated in the DeIDOT Maintenance of Railroad Traffic Item, this item does not appear to be included in the proposal. Can DeIDOT provide the requirements?	Item 801501 – Maintenance of Railroad Traffic has been added to the contract through Addendum 1.
4	Bid Proposal page 72 references applying the incentive/disincentive based on substantial completion, but substantial completion does not appear to be defined in the contract documents. Can DeIDOT provide what is required to achieve substantial completion?	Substantial completion is defined in section 101.03 of the Standard Specifications.
3	Bid Proposal page i sets the contract completion time at 260 calendar days, page 71 sets the maximum calendar days at 250, which duration is correct?	Page i was revised in Addendum No. 1.

Q #	Question	Answer
2	Under item 760501 Deep Cut Hydrodemolition it states Pavement Milling, Deck Repair Full Depth, Removal of Existing Deck Repairs, and Additional Latex-Modified Concrete for Partial Deck Repairs will be paid under their respective items. These items are not in this contract.	Special Provision 760501 will be corrected through an upcoming addendum.
Wednesday, March 25, 2020		
1	Shouldn't there be Maintenance of Railroad insurance on this job?	Item 801501 – Maintenance of Railroad Traffic will be added by addendum.