

Delaware Department of Transportation

**QUESTIONS AND ANSWERS**

**T201907404.01**

**REHABILITATION OF I-95, BEARING REPLACEMENTS, NEW CASTLE COUNTY**

**Friday, March 20, 2020**

<b>Q #</b>	<b>Question</b>	<b>Answer</b>
28	With the on-going COVID-19 pandemic taking place right now, we would respectfully request that the let date be extended 2 weeks. Similar steps have been taken by PennDOT and the PA Turnpike Commission in order to ensure the safety of all parties involved.	The Department does not plan to extend bid date.
27	Looking for direction for turning in the bid for project above, are we still hand delivering the bids on 3/24/20 by 2pm and then opening and read aloud? Wanted to know if process has changed with the coronavirus.	See response to Q26.
26	What is the directions for turning in the bid for the above project on 3/24/20, are we still handing them in by 2 pm and then opening after 2 pm.	There is no change to contractors' submittal of the Bids. Bids may still be dropped off in the Bidder's Room prior to 2:00 P.M. local time on the bid opening date. People who drop-off bids are not permitted to remain in the building. There will be no in-person meeting for the opening of the bids. Instead, the public meeting will be conducted telephonically. No one will be permitted to dial in telephonically from DelDOT's building. Members of the public and interested parties may call in to hear the bid opening and the reading of the bids. The telephone number to call is (302) 526-5475, When prompted, enter ID#: 6843238#. Bids will be opened immediately after 2:00 P.M. using the same format used in the public meetings; The Bid Opening will be video recorded.
25	Special Provisions Section 623500 – Bronze Bearings calls out under Construction Section A.2. that drawings must be sealed by a Professional Engineer registered in the State of Delaware. Please confirm the need to stamp drawings of a product that we won't be designing.	Working drawings for bronze bearings must be sealed by a Professional Engineer registered in the State of Delaware only if changes are made from the details shown on the Plans. If any changes are made, they must be approved by the Engineer prior to fabrication.

**Friday, March 13, 2020**

24	Do the protective jackets only have two splices allowed?	The plans include details for a typical protective jacket splice; the plans do not dictate a location and/or a number of required splices.
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Q #	Question	Answer
23	Request verification on the quantity for the Protective Jackets (Item 628503) on the Contract.	The bid quantity has been verified.
22	Based on the Underwater Inspection Reports that have recently been posted it appears there is deterioration (scaling) of the surface of the existing pier concrete anywhere from 1” up to 4” in at least one area on the West Stem of Pier 5. The details for the FRP Jackets to be installed at these piers shows a ½” annulus to be filled with epoxy grout, with the FRP Jacket item being paid by the Square Foot there is not a way to determine an accurate quantity of grout that will be required. Would you please consider adding an additional quantity that would pay excess grout volume by the cubic foot?	The underwater inspection reports that have been made available provide information necessary for the contractor to determine the size and scope of defects and scaling at each pier column to calculate volume of grout required to complete the repairs. The cost of the additional volume of grout shall be incidental to the square foot price for the repair.

**Tuesday, March 10, 2020**

21	Could you please provide the Underwater Inspection Report that is referenced in Note 5 on sheet 24A that was part of Addendum #4 and any newer reports that may exist?	Underwater Inspection Reports have been posted to the website.
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**Wednesday, February 19, 2020**

20	How will cleaning & painting, testing & disposal of coating, and cleaning & greasing of elastomeric bearings, disc bearings, and steel fixed bearings be paid?	This is defined in DelDOT Standard Specifications, Section 623 – Bearing Devices, subsection 623.05 Basis of Payment.
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Q #	Question	Answer
19	<p>Special Provision 623500 Bronze Bearings indicates cleaning &amp; painting, testing &amp; disposal of coating, and cleaning &amp; greasing of bearings will each be paid separately (ref Method of Measurement D and F). Note 10 on plan sheet 76 indicates painting is incidental to the bearing item. How will cleaning &amp; painting, testing &amp; disposal of coating, and cleaning &amp; greasing of bronze bearings be paid?</p>	<p>Greasing of the bronze bearings will be incidental to Item 623500. Cleaning &amp; painting, testing &amp; disposal of coatings is in reference to existing steel coatings on the bridge to remain and not the bearings themselves. Per various notes on the jacking drawings, this work is incidental to Item 604000. Note that Note 10 on Sheet 76 refers to the actual painting of the bearings which is incidental to Item 623500.</p>

**Tuesday, February 11, 2020**

18	<p>Plan Sheet 9, Note 1 states, “Modular block retaining wall shall be designed according to 2016 DelDOT Standard Specification, Section 607 – Mechanically Stabilized Earth Walls.” Referring to Section 607 basically states the wall needs to be engineered.</p> <p>Question – How is a contractor expected to put pricing on work related to the retaining wall when all the details are not provided?</p>	<p>Section 607.01 of the Standard Specifications states: “Design, fabricate, furnish, and install mechanically stabilized earth (MSE) walls and modular block retaining walls.” The item thus requires the contractor bidding the work to design the wall for review by the Department prior to fabrication/construction. If the bidder does not have the ability to adequately design the proposed wall in accordance with the Standard Specifications, a competent professional shall be consulted and per Section 607.03.A.2, the bidder shall “Prepare and submit Working Drawings for the MSE Walls. Such drawings must be sealed by a Professional Engineer registered in the State of Delaware.” Furthermore, Section 607.03.A.2.a.-h. provides explicit instructions for the required design. The information provided on the Plans is sufficient to design the wall system per the Standard Specifications.</p>
17	<p>Plan Sheet 26, Suggested Sequence of Construction, Note 9 states “release load in jack to transfer all load to jacking assembly and lock-nut.”</p> <p>Question – Would it be acceptable to temporarily shim the bridge spans within the jacking assemblies so not to require leaving the bridge resting on jacks with lock-nuts?</p>	<p>Alternate jacking schemes and details may be submitted for approval by the Engineer as stated on Sheet 26 (RH-01), Note 1.</p>

Q #	Question	Answer
16	<p>Plan Sheet 26, Bridge Jacking Notes, No. 12 states “hydraulic jacks for the same bearing line required to lift the existing beams shall be operated concurrently (manifolded) to provide equal and balanced lifting force such as the bridge is lifted evenly.”</p> <p>Question – On BR1-744 would it be acceptable to DelDOT to lift portions of individual spans, for instance jacking B1 thru B4, as long as the guidelines of maintaining the maximum differential displacement and vertical displacement is not exceeded?</p>	<p>No. The bearing line shall be jacked concurrently so the bridge is lifted evenly.</p>
15	<p>Plan Sheet 26, Bridge Jacking Notes, No. 12 states “hydraulic jacks for the same bearing line required to lift the existing beams shall be operated concurrently (manifolded) to provide equal and balanced lifting force such as the bridge is lifted evenly.”</p> <p>Question - On BR1-744 is it DelDOT’s intent to lift an entire span in succession, meaning B1 thru B8 in one lift then B9 thru B16 next lift and so forth?</p>	<p>Since Bridge 1-744 has a longitudinal joint at the median (between Beams 8 and 9), a “Bearing Line” as described on Sheet 26 (RH-01), Note 12 is the line of eight (8) adjacent bearings at one pier, for the same span (e.g. Beams 9 through 16 at Pier 3 for Span 4).</p>
14	<p>For the fence located on drawings CP-01: If going behind the wall will it stay 10’ high?</p>	<p>See response to Q13.</p>
13	<p>For the fence located on drawings CP-01: If its going on the wall how tall will the fence be?</p>	<p>The fence shall be 10’-0” from the surface of the basketball court measured at the front face of wall as shown on DWG. DT-04.</p>
12	<p>For the fence located on drawings CP-01: Is the fence going on to behind the wall?</p>	<p>The fence is located behind the retaining wall as shown on DWG. DT-04.</p>
11	<p>For the fence located on drawings CP-01: How tall is the retaining wall?</p>	<p>The height of the retaining wall varies from a 2.33’ at the south end near WP-1 to 7.00’ maximum at the north end near WP-2. See elevation view on DWG. DT-03 for additional information. Heights noted are top of cap to top of leveling pad; design shall meet all applicable minimum embedment criteria.</p>

Q #	Question	Answer
10	<p>Bridge 1 744 059 Page RH 01 and RH-02 (26 and 27)</p> <p>The drawing does not note the jacking diaphragms to be permanent or temporary. However, note 19 and suggested Sequence of Construction note 18 are contradictory. Please indicate if these are to be treated as permanent.</p>	<p>For Bridge 1-744 the jacking diaphragms are permanent. Sequence of Construction Note 18 is in reference to the non-shrink grout leveling pad which may remain in place with the approval of the Engineer.</p>
9	<p>Lead Based Paint</p> <p>Has the existing bridge paints been tested for Lead Base Paints (LBP) and if so what are the results and can you provide a copy of the test reports?</p>	<p>Lead paint was removed under previous contracts. No test reports are available.</p>
8	<p>Specification of steel shapes</p> <p>Due to what is often limited shapes specified as AASHTO M270 Will DelDot accept materials that specified as ASTM A992?</p>	<p>Materials shall be as specified in the plans and specifications.</p>
7	<p>Reuse of steel parts</p> <p>Can temporarily jacking beams and angles be reused in various locations if the size of the parts is the same.</p>	<p>Temporary jacking beams may be reused if the existing structure geometry allows.</p>
6	<p>Page BB-13 Anchor bolt welding.</p> <p>Our history in welding round bar in a tight space has not been acceptable in producing sound welds and keeping the upper section straight. Will DelDot allow these anchor bolts to cored out and replace with new bolts and high strength epoxy in place of welding the top section.</p> <p>If this is not acceptable what NDT method is required to be performed on the anchor bolts after welding? Ultrasonic testing if required will require the weld to be ~3.5" below the threads and the concrete to be cut down a minimum of 3.5 to 4" below the weld area to allow for proper scanning. Also the hole will need to be 24" square to allow for proper welding.</p>	<p>Coring is an acceptable alternative to anchor bolt welding.</p>
5	<p>Page BB6 and BB9 Pintle Detail: What material is the pintle to be fabricated from? Most bearing have a pintle that is harder than the base material.</p>	<p>The pintles shall be fabricated from the same material as the masonry and sole plates.</p>

Q #	Question	Answer
4	Does the migratory bird netting need to be installed beneath the entire superstructure or does it only need to be installed locally where the repairs are located (i.e. the piers)?	The bird netting is required under the entire superstructure to keep birds from nesting during mating season from April 15 to August 1. The contractor has to install the netting before April 15 if he intends to work in an area before August 1. If he does not intend to work in the area until after August 1, no netting is required. Note that this restriction applies to the bridges over Christina River and Little Mill Creek, where nests were found during previous nest surveys. It is unlikely that an NTP will be issued before April 15, so the contractor likely will not have the netting installed before the time restriction. In this scenario, the contractor cannot work in this area until after August 1, and the restriction should be considered in the contractor's schedule and bid.
3	We are requesting a bid extension of two weeks in order to put together a responsive bid.	We take no exception to extending the bid date by 2 weeks.

**Wednesday, February 05, 2020**

2	Bid Item 850532 – Temporary Lighting has a requirement that if an operational problem is reported to the Contractor, they have 30 minutes to respond. We are located in Dover. Can this response time be more flexible?	The response time for the temporary lighting associated with the basketball courts has been revised to 24 hours per Addendum No. 1.
1	Are shoulder closures aloud on 95 bridges 744? Can we shift traffic lanes to setup concrete barrier on the shoulder for access on bridge 744 to complete the project repairs as needed?	No. Work should occur from under the bridge. Shoulder closures and lane shifts will not be allowed.