



**CONTRACT T200751201.01**  
**WILMINGTON TO NEWARK COMMUTER RAIL IMPROVEMENTS**  
 NORTHEAST CORRIDOR IMPROVEMENTS,  
 YARD TO RAGAN - CIVIL, STRUCTURE



**FINAL QUESTIONS AND ANSWERS**

October 31, 2011

In addition to new questions and answers since the last posting, responses have been issued for previous questions 12, 27, 28 and 29.

<b>Question</b>	<b>Answer</b>
38 Page 42 Line 23 of Pre-Bid Meeting Transcript - Plan details for safety fence. Safety fence is shown on the typical sections. Fence will be provided by Amtrak?	The fence is provided by, and installed by Amtrak.
37 Page 28 Line 1 of Pre-Bid Meeting Transcript - Item 602635 states that the H-piles are to be galvanized and painted.	As is noted in Special Provision 602625 "Post and Plank Retaining Wall", under "Construction Methods", "Structural Steel", Paragraph 2, the steel is to be galvanized and all exposed surfaces painted. Etching agents are noted below Paragraph 2.
36 Page 27, Line 15 of Pre-Bid Meeting Transcript - The quantity of pipe casings on page 6 of the quantity is only 587LF. Steel casing plans and typical sections are found on construction sheets 54 and 59.	Quantity is correct.
35 Reference Spec section 203500 Hydraulic Excavation: Measurement & Payment says to compute volume of dewatering bags. Site investigation indicates not all of material can be pumped to dewatering bags. How will this quantity be calculated?	If stumps or other debris cannot be moved by the hydraulic excavator nozzle and pump, the material would not be part of "Hydraulic Excavation". Stumps, logs, branches, etc. would be paid for under Bid Item 201000 "Clearing and Grubbing". Refer to Section 201 "Clearing and Grubbing" of DelDOT Standard Specifications Road and Bridge Construction (2001) for clarification. Should other types of materials be present in the stream and the Engineer deems that they are not included in Bid Item 201000 "Clearing and Grubbing", the Engineer may, at his sole discretion, pay for the removal of these materials separately under either Bid Item 202000 "Excavation and Embankment" or Bid Item 202527 "Unsuitable Material - Contingent".

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34	What is the size of the Floating Turbidity Curtain? I cannot locate any information on this material on the plans or spec. book.	As is noted in Section 269 "Turbidity Curtain" of DeIDOT Standard Specifications Road and Bridge Construction (2001), turbidity curtain will be measured on the linear foot basis for either floating or staked turbidity curtains. The contractor shall determine the height of curtain required to conform to the DNREC permit requirements.
33	Is the resteel for the headwall included w/item 603000 or is it incidental to item 617515?	The bar reinforcement is included in Bid Item 617515. Refer to "Method of Measurement and Basis of Payment"
32	The spec/drawings call for Articulating Concrete Mats to be placed under the bridge. There appears to be no vertical clearance for such an operation to be completed as this is typically performed with a crane or excavator. This cannot be used as most of the bridge will not be removed. Will hand-placing of the blocks under the bridge be acceptable ? Please clarify this portion of the installation of this material ? Please advise.	Hand placed blocks are not acceptable due to the erosive forces during storm events. The mat must be a unit. As is described in Note 2 on Dwgs. MT-21 and MT 24 (Sheets 31 and 34) the articulated mats are planned to be placed with floatation devices. Also refer to the previous response to Question 20.
31	Reference is made to item 203500 - HYDRAULIC EXCAVATION. Is it permissible to base our bid on other methods of excavation or must we base our bid on the method described?	The contractor must bid Item 203500 – Hydraulic Excavation as described in the contract documents.
<b>October 15, 2011</b>		
30	same as Question 16	same as Question 16
29	The scope for Item 605626 – Dismantle & Erect Superstructure overlaps with the scope for 605728 – Superstructure. Both are Lump Sum items. Please confirm what work is to be included (or excluded as applicable) from which item and confirm that both items are intended to be paid.	See Addendum 3 for revised description for Special Provision 605728 "Superstructure". Also see response to Contractor Question 13
28	Do you have a retaining wall drawing that provides a detailed elevation view? Please advise.	The elevation view of Retaining Wall 1 is shown on Dwg. RW-1 (Sheet 50). Due to the limited height vs. length, no elevations were developed for the post and panel walls depicted on Dwgs. RW-10 through RW-21. However, information regarding top of rail, ground elevation track and field side, and exposed face height are listed in the tables.

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27	Reference Item 202000: Excavation & Embankment. The bid quantity is 3300 cy. The Earthwork Summary on Sheet 3 indicates 6078 cy. Our takeoff indicates this is closer to the actual quantity. Please advise	The earthwork summary represents a summation of all excavation of which 202000 is a part. The contractor should bid the plan quantity for item 202000.
26	When will the first addendum be issued? The prebid meeting notes discussed and addendum and there has been no addendum posted.	The first addendum has been issued extending the bid date to October 25. The pre-bid meeting notes have been posted.
25	same as Question 24	same as Question 24
24	On sheet number 73 there are two references to a table, one in the Support of Excavation Detail and the other in the Typical Plan Section. There is no table shown. Please clarify.	The support of excavation system is to be designed by the contractor. The drawing has been revised to delete the words "...for location see table this sheet."
23	The plans file on the disk to contractors does not include sheets 119 through 134.	The cross sections for this project are now available on bids.delaware.gov
22	The plans file on the disk to contractors has two sheets 39 of 140, they are similar, but not identical. Please clarify.	The drawing dated Nov. 10, 2010 is correct: "...at least 10 feet into..."
21	Three Railroad Protective Insurance Policies are required. We need the train information (discussed at prebid, DeIDOT will provide); number of trains by type (passenger and freight) in a 24 hour period and speed by type for each of the three railroads (and any others that operate, such as SEPTA), in order to obtain quotes for a fair and reasonable price to DeIDOT. It can take several days for broker to turn around with underwriters for a quote. Broker prefers a week. In the alternative, should we contact railroads directly?	<p>Our information is as follows;</p> <p>80 Amtrak passenger trains daily  19 SEPTA passenger trains weekdays  6 Freight trains weekdays  4 Freight trains weekends</p>
20	The materials specified for item 602614 - UNDERWATER REVETMENT MATTRESS include Articulating Precast Concrete Revetment Mats. A subcontractor has asked if it would be acceptable to the Department, if bid proposals were based on constructing an articulating block revetment by positioning fabric forms in place and pumping them full with fine aggregate concrete (grout) (such as Fabriform by Construction Techniques, Inc. or Hydrotex by Geostar Corporation), in lieu of the Articulating Precast Concrete Revetment Mats? This operation would be similar to that permitted under item 602789.	The contractor is allowed to submit alternative designs to DeIDOT for review and approval. If the alternative design is approved by DeIDOT, the contractor shall be responsible for all permit modifications and the time required to obtain the modified permits.

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19	A note on drawing SOE-2 (sheet 75 of 127) states that that info is on sheets SB-67 Thru SB-75. The boring info only goes to SB-57 (sheet 95 of 127). Please Advise.	Note 1 on sheet 73 will be revised with the correct Soil Boring sheets.
18	When should we expect to see the addendum that was mentioned at the pre-bid meeting to come out? Will the bid date be extended?	The next addendum will be issued during the week of October 17. The bid date will be extended.
17	Upon speaking to contractors that specialize in post and plank retaining wall construction (item 602625) there is some concern about the constructability of maintaining the alignment of the driven H pile when rocks or other debris are encountered during driving which could send the pile off of alignment. This inability to keep the pile plumb would then not allow the precast "plank" to be installed properly. Would an augured hole filled with concrete or grout (similar to the 20" Drilled Casing, Item 614817,) with the H pile installed in the concrete be an acceptable alternate form of installation for the post and plank retaining wall.	The contractor will be allowed to submit requests to utilize alternative designs for review and approval by DelDOT.
16	Reference bid item 601514 RR at Grade Crossing. The tabs show 96 ea. According to spec section 601514 this should be a lineal foot item. Please advise.	The unit of measurement for Item 601514 is linear feet. The measurement is along the rail.
15	My questions in is regards to the Elastomeric Bearings that are detailed on sheets 48 of 140. On sheet 37 of 140 the first note states that "Material and Workmanship shall meet the requirements of AREMA. On sheet 48 of 140 it states the bearings are to meet AASHTO M-251. And then in the special provisions section 605651 second paragraph it states they shall meet the Delaware standard specs. Do you want the bearings to meet all three or can this be narrowed down to just one requirement.	The bearings shall conform to all 3 requirements.
14	Will overhead power lines on supports immediately over third track area be de-energized to facilitate micropiles and girder removal & erection.	The catenary wires (21' + above top of rail) will be de-energized over non-existent tracks. Other electric lines, as depicted on "For Information Only" plans, at the end of the contract plans, will not be de-energized. These include 132 KV and 230 KV lines at 30' + above top of rail.

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13	<p>According to the specs, the dismantling and re-erection of the steel bridge girders are paid for under both items 605626 &amp; 605728. Please verify which item is the proper pay item.</p>	<p>The "Description" of 605728 - "Superstructure" should be revised as follows: "The work under this section shall consist of <del>superstructure removal, structural steel shipping/delivery to and from fabrication shop,</del> structural steel rehabilitation, structural steel and concrete disposal, cleaning and painting of structural steel, new structural steel cross-frames, lateral bracing and plates, and new bearings <del>and erecting structural steel</del> as detailed in the Contract Documents." The Method of Measurement and Basis of Payment are correct.</p>
12	<p>We respectfully request the Department consider making item 763636 –RAILROAD TIME DELAY a force account item with a pre-determined price allowance. It is unknown what activities, if any, will be impacted. It is impossible to estimate a fair and reasonable hourly price for this item due to the large variance in hourly cost between the many activities of work that could be impacted. It may be an operation with only a few laborers (a cost of less than one hundred dollars per hour), or it could potentially be an operation with several large pieces of equipment (cranes and drills) and a large crew of ironworkers or piledrivers (a cost of thousands of dollars per hour).</p>	<p>Addressed in Addendum No. 3 - See revised Special Provision</p>
11	<p>Reference Spec section 207505 Support of Excavation: Are the micropiles associated with the SOE paid for under item 619520 Drilled Microplies or are they incidental to item 619520.</p>	<p>As is shown on the Breakout Sheet for Item 207505 - "Support of Excavation", soldier piles are included in the cost for SOE. As is noted under "Method of Measurement" under Item 619520 - "Drilled Micropiles", the linear footage measurement is reserved for micropiles installed in the "... abutment, retaining wall foundations, and culvert foundations "</p>
10	<p>Reference Spec section 203500 Hydraulic Dredging: This spec calls for the dredging to be performed by hydraulic means. A site investigation shows that the area in question contains boulders, trees, rr ballast, other debris, etc. on top of the already limited vertical and horizontal mechanical equipment at lease until all of the boulders, trees and other incidental debris has been removed.</p>	<p>The contractor is at liberty to propose whatever method of excavation he/she deems appropriate, subject to review and approval by DelDOT. All excavation shall conform to erosion and sediment control requirements.</p>

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9	Item 601514 – Railroad at Grade Crossing is listed in the Schedule of Items as 96 EACH. In the Special Provision for this item the Basis of Payment states the item is paid by the Linear Foot (LF). Which is correct. If the LF payment is correct in which direction does this get measured? Does it get measured parallel with the tracks or perpendicular to the tracks where the road meets the tracks.	The unit for Item 601514 is linear feet. The measurement is along the rail.
8	Could you please provide a detail for the connections/transitions from Retaining Wall 2 to the Mill Creek Retaining Wall at approximate Sta. 362+50 offset left and the connection from Abutment B/Wingwall B to Retaining Wall 3 at Sta. 364+83 offset left. Both areas are transitioning from a precast concrete element to a cast in place concrete element.	The detail from connecting post and panel walls to cast-in-place retaining walls is shown on Dwg. RW-21, Sheet 65. The connecting panel will be angled and not parallel to the track. Precast or cast-in-place closure panels are acceptable.
7	Where is Class D concrete to be used or is this a contingent item?	As is noted on Dwg. S-1, Sheet 37, Fifth "General Structural Notes", Class "D" concrete is to be used for the bridge deck.
6	Please define where item 602001 gets paid. It appears to be the substructure & superstructure concrete for the Little Mill Creek bridge	Item 602001 includes the concrete for the bridge substructure (Dwgs. S-2 through S-6, Sheets 38 to 42) and the Mill Creek Retaining Wall, Dwg.
5	Please furnish price for Amtrak, Norfolk Southern & CSX Access permits or furnish contacts for each.	Application fees are listed in Appendix D "Railroad Access Permit Requirements": Amtrak = \$500, CSXT = \$750, NS = \$750. The cost of required insurances (including, but not limited to, Commercial General Liability, Railroad Protective Liability, Worker's Compensation, and Automobile Liability Insurance) will be in addition to these application fees.
4	Please furnish daily rate for Amtrak training or furnish Amtrak contact who would know.	Regarding Amtrak training, the rate is \$80 - \$100 per student, and a \$700 fee for providing training at a non-Amtrak location.
3	I was going through the Spec. on this one and I didn't see an SSPC-QP 2 certified contractor specified for the Lead Based Paint removal item. Let me know if I missed it somewhere.	The last paragraph of Special Provision 605533 discusses the requirement for the SSPC contractor certification program. This is located on page 126 under the heading Special Notice to Contractors.
2	Please furnish spec for steel metal bridge railing (item 606001) and indicate limits on drawings.	Item 606001 is in accordance with Section 606 in the 2001 Standard Specifications. It is shown on Sheet 37 Dwg S-1, Sheet 38 Dwg S-2, Sheet 44 Dwg. S-8, Sheet 52 Dwg. RW-3
1	Are there Cross Sections available for this work; and, if so, could they be provided to the bidders.	Cross Section are available for viewing at <a href="http://www.bids.delaware.gov">www.bids.delaware.gov</a> .