

In The Matter Of:
Department of Transportation
Contract No.T 201307301

Pre-Bid Meeting
April 24, 2019

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DELAWARE DEPARTMENT OF TRANSPORTATION
DIVISION OF HIGHWAYS

In re:)
)
PRE-BID MEETING FOR CONTRACT)
NO. T 201307301)

Department of Transportation
Division of Highways
Highway Administration Building
Bidders' Room
800 Bay Road
Dover, Delaware 19901

Tuesday, April 24, 2019
10:00 a.m.

BEFORE:

JAMES H. HOAGLAND,
Contract Services Administrator

JONATHAN KARAM,
Project Engineer

NICHOLAS DEAN,
Project Manager

JASON HASTINGS,
Bridge Design Engineer

-- Pre-Bid Meeting --

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1 MR. HOAGLAND: Good morning,
2 everyone. Today is the mandatory pre-bid
3 meeting for Contract T 201307301, which is
4 bridge 3-507 on U.S. 113 over Iron Branch.

5 This meeting has been requested
6 by the project engineers in attendance. For
7 the companies to bid is mandatory. I have a
8 sign-in sheet I'm going to pass around.
9 Make sure your company name is listed on
10 here along with the other information
11 requested. And there are a couple of normal
12 things to make sure to include on your bid,
13 which I'll go over at the end of their
14 presentation.

15 So for now, I'll turn it over to
16 Jason or Jon.

17 Also, if you have a question,
18 please identify the name and the company
19 you're with before each question or
20 statement, and only one person speak at a
21 time so we can have this transcribed
22 properly. The transcript will be posted on
23 the web probably in about a week or so.

24 With that, I'll turn it back to



1 Jon.

2 MR. KARAM: Like I said, my name
3 is Jonathan Karam, project engineer for the
4 project. Nicholas Dean is the project
5 manager, and Jason is also here, Jason
6 Hastings.

7 So I'll just start going through
8 what we have so you know where this is at,
9 US 113. We're going to go over a few
10 things, considerations for the project,
11 existing site conditions. There's a closure
12 pour connection, some staging areas there,
13 and incentives, disincentives, and lastly,
14 the timeline.

15 So some things to consider.
16 This is from the proposal. In order to
17 minimize the disruption and cost to the
18 traveling public, the contractor shall give
19 his or her full attention to this project.
20 I know that seems redundant. For this
21 project, we only have a nine-day closure, so
22 we need your full attention. If it means
23 working weekends, nights, however it needs
24 to be done to get it done in nine days; at



1 least for the closure portion.

2 Another thing is the weather.
3 We've kind of built into the contract to
4 allow you a little bit of leeway as to when
5 to start. So review the weather whether
6 forecast, see if you can get a clear nine
7 days or clear week that's good to work in.
8 That way you don't have too many weather
9 issues. Because once that closure starts,
10 that's it.

11 Another thing to mention, the
12 detour must be paved prior to implementation
13 of detour plan. So we are doing a milling
14 overlay of the detour portion of it; that is
15 detailed in the project documents as per
16 phase 1 of the detour paving notice.

17 So on to the existing site
18 conditions. There is R-7 rip rap in the
19 entire channel and R-5 on the slopes. So
20 it's a 2-foot-6 depth and will need to be
21 removed in order to place the proposed frame
22 and footers of the frame. We've allowed you
23 guys to stockpile it and reuse it. It's
24 kind of up to you. I mean, we're paying as



1 if you were to bring it back in as new, but
2 you can stockpile, clean, and reuse what's
3 on site, because I know R-7 is a lot to deal
4 with.

5 Going on to the existing
6 abutments and wing walls. You'll see in the
7 next couple of slides of when this stuff was
8 installed, the first piece with the concrete
9 and case beams was installed in 1913, and
10 it's really old concrete. We're not really
11 sure exactly what's all out there. And the
12 location and size of those can vary.

13 And also with the removal of
14 existing wing walls, there's also a couple
15 more slides on that, that will be
16 highlighted in there. But they were
17 supposed to be removed per this contract
18 that was done in 1965 when they dualized
19 113, but we're not sure if they just removed
20 it to, you know, the limits of excavation,
21 or if they went out further.

22 There's also existing drainage
23 pipes, 15, 42, and a 48 inch that are
24 located pretty much right under the median,



1 very close to the closure, only about three
2 feet away. So they may need to be braced
3 or, you know, supported in some way. They
4 can't be disturbed, and they will need to be
5 blocked off with sand bags to keep the work
6 area dry. We are going to allow you to
7 place sand bags inside the pipes and just
8 let the water build up. There are two sumps
9 that are provided to keep the work area dry,
10 as well. And also for the existing site
11 conditions, there's an ITMS line that's in
12 the median right above the structure. We
13 are allowed to suspend that line if needed
14 during construction.

15 So here are some of the R-7 rip
16 rap shown on the existing abutments and
17 footers. So you can see there's 2-foot-6
18 depth that will have to be ended up pushed
19 over. You don't have to remove all of it,
20 but just enough to get the footers in.

21 And here is a rip rap legend
22 that we put together. So this shows the
23 limits of the R-7 that we want to remove.
24 It's pretty much only what is needed to



1 remove and replace the wing walls. So
2 whatever you have to do to get the new wing
3 walls in there, that's all you really want
4 to disturb. R-7 is a lot to move around, so
5 we'd rather just focus on what's needed.

6 So there is a note that kind of
7 details what, you know, what the limits are
8 as defined, so it will be five feet upstream
9 of the proposed frame and five feet
10 downstream of the closure pour; ten feet
11 from the limits of the existing or proposed
12 wing walls, whichever is greater; and then
13 five feet from both sides of the proposed
14 footers, and that's also shown shaded on
15 sheet 10.

16 So this is kind of what we have
17 there now. It's a hodgepodge of everything
18 they kind of put together. And as you can
19 see, 1915, they put in these concrete
20 encased beams on an unknown pre-1915
21 foundation. So that will have to come out.
22 Like I said, there's contingencies built in
23 for the size of that. And then they also
24 came in and put in concrete frame in 1946 to



1 expand it, and then 1965, they came in and
2 put the rest of the concrete frame in. That
3 portion of the 1965 frame will stay. So
4 that will remain. As you can see, limits of
5 the removal and replacement are only the
6 1946 and 1915 structures.

7 And as you can see here, these
8 are the wing walls that were supposed to be
9 removed per the 1965 contract, but like I
10 said, it may have, you know, there may be
11 some portions in there, so just something to
12 consider.

13 So here are the pipes that I was
14 talking about. The 48-inch is right here
15 and the 42-inch is right here, and there's
16 roughly three feet in between the side of
17 this pipe and, you know, the limit of that
18 closure pour. So that's going to be a
19 really tight area. You may have to brace
20 the pipe. Whatever you do, you can't just
21 disturb this pipe. It runs all the way down
22 113, I'm not sure how long, but it does
23 carry a lot of water, pretty much everything
24 on 113 comes to this. So like I said,



1 you'll put sand bags in there to block it
2 off, but you can't disturb it.

3 And here is the ITMS line. So
4 it cannot be disturbed, as well, but we're
5 going to allow you to suspend it during
6 construction. Here we have this note that
7 the ITMS line located in the median may be
8 suspended during construction. The
9 contractor shall contact DelDOT and consult
10 with their engineer prior to suspending the
11 line. Any damage to the ITMS line will be
12 repaired or replaced by the contractor at
13 their expense to the satisfaction of the
14 engineer. So if it does get damaged, you
15 will be responsible.

16 Now on to the closure pour. So
17 it's a 2-foot-6 closure pour, and it's going
18 to be high early strength concrete. So get
19 it to cure faster, because once you take off
20 the structure and put in a new one, you have
21 to get that done pretty quick in order to
22 open the roadway again.

23 Another thing to mention is
24 before you field drill into the existing



1 structure to dowel into it, we want you to
2 locate all the existing reinforcement with a
3 pachometer or similar device prior to
4 drilling so there is no interference with
5 the existing bars in that structure.

6 Here's another view of the
7 closure pour. This is the existing frame
8 section, so this one you'll end up having to
9 dowel in to get. We've provided the
10 locations of where the rebar is supposed to
11 be, but like I said, you still have to
12 locate it to verify.

13 Here's another view. This is
14 the proposed precast section, and this will
15 have threaded inserts on the side. So
16 you'll dowel into one side and have threaded
17 inserts in the other.

18 And another view, just the side
19 and the top view. You only need to do the
20 stem of the closure pour. Outside of that
21 can just be number 57 stone, so just for the
22 bottom of the footer. You don't have to
23 cast up anything, you know, odd shaped in
24 that area, it will just be stone and the



1 stem.

2 You also have a possible staging
3 area. So there is this parking lot. You
4 might be able to use it for parking or
5 staging if you get the shopping center on
6 board with that; that will be something that
7 you guys can discuss. We do have a good
8 amount of right-of-way out here, so up
9 until, you know, these parking spots, we do
10 own all of this area, and you will be
11 allowed to use that area. And you will
12 have, you know, a full closure of the
13 roadway for the nine-day period. So between
14 the roadway and this, that might be enough,
15 but if you need more space, it will be up to
16 you to work that out with the shopping
17 center. But that is, you know, very close
18 by.

19 MR. HASTINGS: Jon, just to go
20 back to that. In that DelDOT right-of-way
21 there, there are overhead utilities there,
22 so you'll have to be aware of those in that
23 area.

24 MR. KARAM: Yeah, there's



1 overhead utilities and there's also right
2 here a ditch which we are going to end up
3 piping, so if you guys decide to pipe that
4 first, you'll have a little bit more room in
5 there to work in.

6 Now on to the incentives and
7 disincentives. So we've included incentives
8 and disincentives on this project to make
9 sure it gets done. The closure only lasts
10 nine days, because 113 is a very busy road,
11 close to 40,000 cars a day, 50,000 cars a
12 day, it's a lot.

13 So as detailed in the plans, all
14 phase 3 work on bridge 3-507, which is the
15 closure portion, must be completed in nine
16 calendar days, which includes an allotment
17 for two weather days. The contractor will
18 be paid at the rate of \$12,000 per day as
19 incentives for each full calendar work the
20 phase 3 work is complete prior to the ninth
21 calendar day. The maximum incentive payment
22 will be for no more than five full calendar
23 days to early completion of the work. No
24 payment shall be made for partial calendar



1 days.

2 Should you fail to complete the
3 phase 3 work and reopen the roadway within
4 the nine days, a road user delay cost of
5 \$12,000 per day starting on the 10th
6 calendar day and until the work is complete
7 through the 14th calendar day. And should
8 you fail to complete it by the 14th calendar
9 day, liquidated damages will be assessed, as
10 well.

11 So as soon as the road starts --
12 as soon as the road is closed, incentives
13 and disincentives start. So if you close
14 the road at 8:00 p.m., one calendar day will
15 be considered 8:00 p.m. the following day.

16 So here's a timeline of phases
17 that need to be completed. So you do have
18 40 days for the entire project, but only
19 nine days for the road closure. So try to
20 get as much work as you can done before you
21 begin the closure. Stream diversion and all
22 that stuff will be done. MOT plan and
23 repair the detour will be done in phase 1,
24 then installation of stream diversion, phase



1 2, then like we said, phase 3 will be the
2 closure portion. And then finally, phase 4,
3 you'll have a little bit of time to remove
4 your stream diversion and complete any
5 grading or paving once the road is open.

6 Does anyone have any questions?

7 No response.

8 MR. HOAGLAND: Any questions you
9 have after this meeting certainly send in to
10 DOT-ask@delaware.gov or state.de.us, which
11 is our location for all questions and
12 answers. And be aware that you get your
13 questions in at least six days prior to the
14 bid date to make sure you give us time to
15 get a response out to you. We'll try after
16 that, but, you know, it's kind of pushing it
17 if you wait too long.

18 Normal things to include with
19 your bid are the affidavit for employee drug
20 testing, which is a normal accompaniment for
21 all bids; the certification page, make sure
22 that's filled out properly; the DBE, this is
23 DBE goal on this, so make sure that's filled
24 out on your certification page. Make sure



1 the dates for any addendums are filled out,
2 the date for final questions and answers is
3 to be filled out. These are all on the
4 certification page. Of course the bond.
5 And at the time the bids are opened, the
6 apparent low bidder has five days from that
7 time to get their DBE contract information
8 in to us. All of this is detailed in the
9 proposal itself.

10 As I say, this transcript will
11 be online probably within a week or so.
12 Anything else, gentlemen, to mention for
13 this?

14 MR. HASTINGS: The only thing,
15 obviously the closure is really important.
16 We have some pretty tight windows in there.
17 We recognize that we're relying on weather
18 to some degree, so we'll work with you on
19 the start date on that. Obviously, we're
20 not going to require you to start on a day
21 when the next five days are all rain. So
22 we're going to have some flexibility.

23 And going into this, we're just
24 going to be working together. I just want



1 to make sure we put that out there, because
2 that information obviously can scare some
3 folks away, and that's not our intent. We
4 have some rigid rules, but we're going to do
5 everything in our power to work with the
6 winning contractor to make sure that this is
7 successful, because we know the impact it's
8 going to have on the Town of Millsboro.

9 MR. HOAGLAND: Okay, again,
10 reminder, make sure your name and company is
11 on that sign-in sheet, and this meeting is
12 adjourned. Thank you.

13 (Meeting adjourned at 10:22
14 a.m.)

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1 CERTIFICATE OF REPORTER

2
3 I, Jennifer M. Guy, RPR, do hereby
4 certify that the foregoing record, pages 1
5 to 17 inclusive, is a true and accurate
6 transcript of my stenographic notes taken on
7 April 24, 2019, in the above-captioned
8 matter.

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10 

11 Jennifer M. Guy, RPR
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