



STATE OF DELAWARE
DEPARTMENT OF TRANSPORTATION
PO BOX 778
DOVER, DELAWARE 19903

JACK MARKELL
GOVERNOR

JENNIFER COHAN
SECRETARY

VIA WEBSITE POSTING

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January 28, 2016

Contract No. T200911302.01
Federal Aid Project No. NH-2015(22)
US 301 & SR 1 Interchange
New Castle County

Ladies and Gentlemen:

Enclosed is Addendum No. 1 for the referenced contract consisting of the following:

1. The Bid Proposal Cover, revised, to be substituted for the same page in the Proposal.
2. One (1) page, Table of Contents, page xix, revised, to be substituted for the same page in the Proposal.
3. Fourteen (14) pages, Prospective Bidders Notes, pages iv to xvi-A, revised, to be substituted for the same pages in the Proposal. Paragraph 15 has been revised.
4. One (1) page, Special Provision 746870-Supply of #4 Bare Solid Copper, page 225, has been deleted from the Proposal.
5. Two (2) pages, Breakout Sheets 1 & 2, revised, to be substituted for the same pages in the Proposal.

Please note the revision listed above and submit your bid based upon this information.

Sincerely,

signature on file

James H. Hoagland
Contract Services Administrator

:jhh
Enclosure

STATE OF DELAWARE



DEPARTMENT OF TRANSPORTATION

BID PROPOSAL

for

CONTRACT T200911302.01

FEDERAL AID PROJECT NO. NH-2015(22)

US 301 & SR 1 INTERCHANGE

NEW CASTLE COUNTY

ADVERTISEMENT DATE: January 12, 2016

COMPLETION TIME: 782 Calendar Days

SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION
DELAWARE DEPARTMENT OF TRANSPORTATION
AUGUST 2001

Bids will be received in the Bidder's Room at the Delaware Department of Transportation's Administration Building, 800 Bay Road, Dover, Delaware until 2:00 P.M. local time **February 16, 2016**

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- a. The following are the number of Allowed Closures and Detours on SR1:

ROAD CLOSURE/DETOUR	NUMBER ALLOWED
Northbound SR1	9
Southbound SR1	2
Combination NB and SB SR1	4

Additional Closures and Detours of SR1 will only be allowed during the same time period and must be approved in Advance by the Department. The Contractor will be responsible for all costs for all traffic control items required for these Additional Closures as shown on the plans or directed by the Engineer.

- b. For every hour or 15-minute portion of any hour outside of the times identified that any Allowed or approved Additional Closures and Detours of SR1 are in effect and the restrictions that have been imposed for the Road Closure/Detour are not fully removed and that a minimum in each direction of two travel lanes utilizing the highway speed EZPASS Only lanes and one travel lane to the toll booths are not provided, the Department will assess the Contractor for Road User Costs and Lost Toll Revenues at the rates below for each time increment or 15-minute portion of a time increment. The Contractor will also be responsible for all costs for Traffic Control items that are in use outside of the allowable times identified.

ROAD CLOSURE/DETOUR	TIME INCREMENT	ROAD USER COSTS AND LOST TOLL REVENUE
Northbound SR1 Only	5:00 AM thru 5:14:59 AM	\$475.00
	5:15 AM thru 5:29:59 AM	\$475.00
	5:30 AM thru 5:44:59 AM	\$475.00
	5:45 AM thru 5:59:59 AM	\$475.00
	6:00 AM thru 6:14:59 AM	\$2,375.00
	6:15 AM thru 6:29:59 AM	\$2,375.00
	6:30 AM thru 6:44:59 AM	\$2,375.00
	6:45 AM thru 6:59:59 AM	\$2,375.00
	7:00 AM thru 7:14:59 AM	\$2,650.00
	7:15 AM thru 7:29:59 AM	\$2,650.00
	7:30 AM thru 7:44:59 AM	\$2,650.00
	7:45 AM thru 7:59:59 AM	\$2,650.00
	8:00 AM thru 8:14:59 AM	\$2,000.00
	8:15 AM thru 8:29:59 AM	\$2,000.00
	8:30 AM thru 8:44:59 AM	\$2,000.00
8:45 AM thru 8:59:59 AM	\$2,000.00	
For Every Hour or Prorated Portion of an hour before 9:00 PM Monday to Thursday will be assessed \$1,000.00 per hour. For Every Hour or Prorated Portion of an hour after 9:00 AM will be assessed \$1,000.00 per hour.		
Southbound SR1 Only	5:00 AM thru 5:14:59 AM	\$212.50
	5:15 AM thru 5:29:59 AM	\$212.50
	5:30 AM thru 5:44:59 AM	\$212.50
	5:45 AM thru 5:59:59 AM	\$212.50

	6:00 AM thru 6:14:59 AM	\$1,262.50
	6:15 AM thru 6:29:59 AM	\$1,262.50
	6:30 AM thru 6:44:59 AM	\$1,262.50
	6:45 AM thru 6:59:59 AM	\$1,262.50
	7:00 AM thru 7:14:59 AM	\$2,000.00
	7:15 AM thru 7:29:59 AM	\$2,000.00
	7:30 AM thru 7:44:59 AM	\$2,000.00
	7:45 AM thru 7:59:59 AM	\$2,000.00
	8:00 AM thru 8:14:59 AM	\$2,025.00
	8:15 AM thru 8:29:59 AM	\$2,025.00
	8:30 AM thru 8:44:59 AM	\$2,025.00
	8:45 AM thru 8:59:59 AM	\$2,025.00
For Every Hour or Prorated Portion of an hour before 9:00 PM Monday to Thursday will be assessed \$1,000.00 per hour. For Every Hour or Prorated Portion of an hour after 9:00 AM will be assessed \$1,000.00 per hour.		
Combination Northbound SR1 and Southbound SR1	5:00 AM thru 5:14:59 AM	\$725.00
	5:15 AM thru 5:29:59 AM	\$725.00
	5:30 AM thru 5:44:59 AM	\$725.00
	5:45 AM thru 5:59:59 AM	\$725.00
	6:00 AM thru 6:14:59 AM	\$3,825.00
	6:15 AM thru 6:29:59 AM	\$3,825.00
	6:30 AM thru 6:44:59 AM	\$3,825.00
	6:45 AM thru 6:59:59 AM	\$3,825.00
	7:00 AM thru 7:14:59 AM	\$4,700.00
	7:15 AM thru 7:29:59 AM	\$4,700.00
	7:30 AM thru 7:44:59 AM	\$4,700.00
	7:45 AM thru 7:59:59 AM	\$4,700.00
	8:00 AM thru 8:14:59 AM	\$4,000.00
	8:15 AM thru 8:29:59 AM	\$4,000.00
	8:30 AM thru 8:44:59 AM	\$4,000.00
8:45 AM thru 8:59:59 AM	\$4,000.00	
For Every Hour or Prorated Portion of an hour before 9:00 PM Monday to Thursday will be assessed \$2,000.00 per hour. For Every Hour or Prorated Portion of an hour after 9:00 AM will be assessed \$2,000.00 per hour.		

ROAD CLOSURE/ DETOUR	TIME	ROAD USER COSTS AND LOST TOLL REVENUE PER HOUR	ROAD USER COSTS AND LOST TOLL REVENUE PER 15-MINUTE INCREMENT
NB Detour	5:00 AM to 5:59:59 AM	\$ 1,900.00	\$475.00
	6:00:00 AM to 6:59:59 AM	\$ 9,400.00	\$2,350.00
	7:00:00 AM to 7:59:59 AM	\$ 10,500.00	\$2,625.00
	8:00:00 AM to 8:59:59 AM	\$7,900.00	\$1,975.00
	9:00:00 AM to 9:59:59 AM	\$ 8,100.00	\$2,025.00

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	10:00:00 AM to 10:59:59 AM	\$ 8,200.00	\$2,050.00
	11:00:00 AM to 11:59:59 AM	\$ 8,600.00	\$2,150.00
	12:00:00 PM to 12:59:59 PM	\$6,200.00	\$1,550.00
	1:00:00 PM to 1:59:59 PM	\$ 6,300.00	\$1,575.00
	2:00:00 PM to 2:59:59 PM	\$ 6,800.00	\$1,700.00
	3:00 PM to 3:59:59 PM	\$ 7,500.00	\$1,875.00
	4:00:00 PM to 4:59:59 PM	\$ 8,100.00	\$2,025.00
	5:00:00 PM to 5:59:59 PM	\$8,200.00	\$2,050.00
	6:00:00 PM to 6:59:59 PM	\$ 6,600.00	\$1,650.00
	7:00:00 PM to 7:59:59 PM	\$5,000.00	\$1,250.00
	8:00:00 PM to 8:59:59 PM	\$ 4,300.00	\$1,075.00
SB Detour	5:00:00 AM to 5:59:59 AM	\$800.00	\$200.00
	6:00:00 AM to 6:59:59 AM	\$5,000.00	\$1,250.00
	7:00:00 AM to 7:59:59 AM	\$7,800.00	\$1,950.00
	8:00:00 AM to 8:59:59 AM	\$ 7,900.00	\$1,975.00
	9:00:00 AM to 9:59:59 AM	\$6,200.00	\$1,550.00
	10:00:00 AM to 10:59:59 AM	\$6,300.00	\$1,575.00
	11:00:00 AM to 11:59:59 AM	\$ 6,500.00	\$1,625.00
	12:00:00 PM to 12:59:59 PM	\$ 10,700.00	\$2,675.00
	1:00:00 PM to 1:59:59 PM	\$10,900.00	\$2,725.00
	2:00:00 PM to 2:59:59 PM	\$11,800.00	\$2,950.00
	3:00:00 PM to 3:59:59 PM	\$13,000.00	\$3,250.00
	4:00:00 PM to 4:59:59 PM	\$14,100.00	\$3,525.00
	5:00:00 PM to 5:59:59 PM	\$ 14,300.00	\$3,575.00
	6:00:00 PM to 6:59:59 PM	\$ 11,500.00	\$2,875.00
	7:00:00 PM to 7:59:59 PM	\$ 8,700.00	\$2,175.00
8:00:00 PM to 8:59:59 PM	\$7,400.00	\$1,850.00	
Combo Detour	5:00:00 AM to 5:59:59 AM	\$2,900.00	\$725.00
	6:00:00 AM to 6:59:59 AM	\$15,500.00	\$3,875.00
	7:00:00 AM to 7:59:59 AM	\$ 18,900.00	\$4,725.00
	8:00:00 AM to 8:59:59 AM	\$ 16,100.00	\$4,025.00
	9:00:00 AM to 9:59:59 AM	\$14,700.00	\$3,675.00
	10:00:00 AM to 10:59:59 AM	\$ 15,000.00	\$3,750.00
	11:00:00 AM to 11:59:59 AM	\$15,600.00	\$3,900.00
	12:00:00 PM to 12:59:59 PM	\$16,800.00	\$4,200.00
	1:00:00 PM to 1:59:59 PM	\$17,200.00	\$4,300.00
	2:00:00 PM to 2:59:59 PM	\$ 18,400.00	\$4,600.00
	3:00:00 PM to 3:59:59 PM	\$ 20,400.00	\$5,100.00
	4:00:00 PM to 4:59:59 PM	\$22,100.00	\$5,525.00

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5:00:00 PM to 5:59:59 PM	\$22,300.00	\$5,575.00
6:00:00 PM to 6:59:59 PM	\$17,900.00	\$4,475.00
7:00:00 PM to 7:59:59 PM	\$13,600.00	\$3,400.00
8:00:00 PM to 8:59:59 PM	\$11,600.00	\$2,900.00

Road User Costs and Lost Toll Revenue for Portions of a time increment will be prorated based on the number of minutes within the 15-minute time increments that the restrictions that have been imposed for the Road Closure/Detour and the restrictions are not fully removed and that a minimum in each direction of two travel lanes utilizing the highway speed EZPASS Only lanes and one travel lane to the toll booths are not provided.

The Engineer will be the sole approving authority as to when the restrictions have been started and when the restrictions have been removed and the required lanes have been fully open to traffic.

The charges will begin when the first restriction of traffic is imposed by the Contractor, including any restrictions needed to implement the Road Closure/Detour traffic control plan, and will continue until the restrictions that have been imposed for the Road Closure/Detour are fully removed, including any restrictions needed to remove the Road Closure/Detour traffic control plan, and that a minimum in each direction of two travel lanes utilizing the highway speed EZPASS Only lanes and one travel lane to the toll booths are provided. The Engineer will be the official time keeper based on the time displayed at <http://time.gov/> or other reference if mutually agreed to by the Contractor and Engineer.

Example Calculations:

For a Road Closure/Detour of Northbound SR1 Only that begins with restrictions imposed at 8:30 PM on a Monday night and the restrictions have not been removed and the required lanes have not been fully open to traffic until 5:35:00 AM the following morning:

8:30 PM to 9:00 PM (30 Min/60 Min) x \$1,000)=	\$ 500.00
5:00 AM thru 5:14:59 AM=	\$ 475.00
5:15 AM thru 5:29:59 AM=	\$ 475.00
5:30 AM thru 5:35:00 AM (5/15 x \$475)=	\$ 158.33
Total Road User Cost/Lost Toll Revenue=	\$ 1,608.33
<u>8:30 PM to 8:44:59 PM</u>	<u>\$1,075.00</u>
<u>8:45 PM to 8:59:59PM</u>	<u>\$1,075.00</u>
<u>5:00 AM to 5:14:59 AM</u>	<u>\$ 475.00</u>
<u>5:15 AM to 5:29:59 AM</u>	<u>\$ 475.00</u>
<u>5:30 AM to 5:44:59 AM</u>	<u>\$ 475.00</u>
<u>Total Road User Cost/Lost Toll Revenue</u>	<u>\$3,575.00</u>

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For a Road Closure/Detour of a Combination of Both Northbound SR1 and Southbound SR1 with restrictions imposed at 9:00 PM on a Monday night and the restrictions have not been removed and the required lanes have not been fully open to traffic until 11:25:00 AM the following morning:

Total 5:00 AM thru 8:59:59 AM=	\$ 53,000.00
9:00 AM thru 11:00 AM (2 hours x \$2,000)=	\$ 4,000.00
11:00 AM thru 11:25:00 AM (25/60 x \$2,000)=	\$ 833.33
Total Road User Cost/Lost Toll Revenue=	\$ 57,833.33
<u>5:00 AM to 5:59:59 AM</u>	<u>\$2,900.00</u>
<u>6:00 AM to 6:59:59 AM</u>	<u>\$15,500.00</u>
<u>7:00 AM to 7:59:59 AM</u>	<u>\$18,900.00</u>
<u>8:00 AM to 8:59:59 AM</u>	<u>\$16,100.00</u>
<u>9:00 AM to 9:59:59 AM</u>	<u>\$14,700.00</u>
<u>10:00 AM to 10:59:59 AM</u>	<u>\$15,000.00</u>
<u>11:00 AM to 11:14:59 AM</u>	<u>\$ 3,900.00</u>
<u>11:15 AM to 11:29:59 AM</u>	<u>\$ 3,900.00</u>
<u>Total Road User Cost/Lost Toll Revenue</u>	<u>\$90,900.00</u>

16. **ATSSA SUPERVISOR:** The Contractor shall have an ATSSA Supervisor assigned to this project who shall provide supervision of the installation, operation and maintenance of Traffic Control Devices for this project. The ATSSA Supervisor shall meet all requirements and provide all services as described in Section 743.10.L of the most recent edition of the Supplemental Specifications except that the ATSSA Supervisor does not have to be an employee of the General Contractor. Payment for the ATSSA Supervisor shall be paid for under Item 743031. The ATSSA Supervisor may perform other duties when lane closures, MOT planning, etc. are not required and hours for payment under 743031 will be recorded only when the listed duties are being performed as agreed in advance by the Engineer. The Contractor shall be required to follow all requirements of the Contract Documents even if the ATSSA Supervisor is not present. At a minimum, the ATSSA Supervisor shall be utilized for the following services:

- a. Weekly checks of Maintenance of Traffic (MOT) devices when the MOT devices are being used on the project, preparation of a Log of the MOT activities following the weekly check and coordination of any issues arising from the weekly check. The Log shall include all information required in Section 743.10.L.A.ii and shall describe any deficiencies in the MOT application. The Weekly Log shall be submitted to the Contractor's Project Manager and the Engineer by 4:00 PM on Friday of that week. Deficiencies shall be addressed by the Contractor and are subject to the provisions of Section 743.09.
- b. Daily checks of MOT devices when Lane Closures are in effect, preparation of a Log of the MOT activities following the check and coordination of any issues arising from the weekly check. The Log shall include all information required in Section 743.10.L.A.ii and shall describe any deficiencies in the MOT application. These checks shall begin when the lane closures are initially implemented. The Daily Log shall be submitted to the Contractor's Project

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Manager and the Engineer by 4:00 PM on of that day. Deficiencies shall be addressed by the Contractor and are subject to the provisions of Section 743.09.

- c. Immediate notification of the Contractor's Project Manager and the Engineer of deficiencies that are a threat to the safety of the traveling public or the workers. Deficiencies shall be addressed by the Contractor and are subject to the provisions of Section 743.09.
 - d. When approved by the Engineer, planning and preparation in advance of major changes in work phases that affect traffic.
 - e. When approved by the Engineer, planning and preparation in advance of lane or road closures on major roadways such as SR 1, US 13, SR 896 and Summit Bridge Road.
 - f. When approved by the Engineer, during lane or road closures on major roadways such as SR 1, US 13, SR 896 and Summit Bridge Road. The ATSSA Supervisor will be expected to be on site during these lane or road closures until all MOT devices related to the lane or road closure have been removed and traffic restored to the lane configurations shown on the plans.
 - g. Other times as directed by the Engineer.
17. For protection of the threatened Northern Long-Eared Bat (NLEB), there shall be no clearing of trees between 12:01 AM on April 15 and 11:59 PM on August 30 within the limits of the 'woods line' symbol within areas of the project that have been identified as potential NLEB habitat.

DelDOT anticipates that the potential NLEB habitat areas will be cleared under a separate Advance Clearing Contract that will be complete before April 15, 2016. The Advance Clearing Contract will only perform clearing and not grubbing and the cleared materials shall be left within the limits of the project at the locations where they are cleared and the Contractor for Contract T200911302 shall be responsible for removing and properly disposing of the cleared materials with all costs included under Item 201000-Clearing and Grubbing. The Advance Clearing Contract shall cut trees 3 inches and larger in diameter at breast height (DBH) and leave a stump that is approximately one to two feet above the existing ground. Coordination between the Advance Clearing Contractor and the Contractor for Contract T200911302 shall also include:

- a. The Contractor for Contract T200911302 shall review with the Engineer all Resource Protection Fence (RPF) that has been installed by the Advance Clearing Contract. The Engineer shall identify the limits of the existing RPF that shall become the responsibility of the Contractor for Contract T200911302 to maintain and repair during the construction period in accordance with the requirements of Item 727552. The Contractor for Contract T200911302 shall also remove and dispose of the existing RPF after it is no longer required as determined by the Engineer and at the time of the removal the existing RPF shall be measured for payment under Item 727552 Resource Protection Fence. All costs to maintain and repair the existing RPF and salvaging and delivering the signs to the DelDOT sign shop shall be included in the unit bid price for Item 727552.

The approximate areas bounded within the woods line symbol and the limit of construction symbol on the construction plans that have been identified as potential NLEB habitat and that are anticipated to be cleared by the Advance Clearing Contract include:

- a. US301 Station 1010+25, 100' Rt. to US301 Station 1012+00, 385' Rt.
 - b. US301 Station 1010+95, 75' Rt. to US301 Station 1012+25, 325' Rt. to US301 Station 1013+80, 180' Rt.
 - c. US301 Station 1014+25, 55' Rt. to US301 Station 1015+25, 140' Rt. to US301 Station 1016+05, 5' Rt.
 - d. US301 Station 1016+45, 490 Rt. to US301 Station 1014+75, 170' Rt. to US301 Station 1015+95, 125' Rt. to US301 Station 1019+85, 210' Rt.
18. The Contractor shall name the following as an Additional Insured on all insurance certificates: "United States Department of Transportation, acting by and through the Federal Highway Administration – TIFIA Lender." The Department will also be sharing copies of the final executed contract documents with the Federal Highway Administration – TIFIA Lender.
19. The Contractor shall submit to the Department legible copies of the Bid Documentation as set forth in Section 103.09 Escrow of Bid Documentation.
20. Upon execution of the contract, the Department will provide the Contractor with .pdf files of the awarded Contract Plans and Special Provisions. The Contractor shall be responsible for making all printed copies of these documents for his use and the use of his subcontractors. In the case of any plan revisions that the Department may issue, the Department will provide the Contractor up to five (5) full size sets and five (5) half size sets of the revised plans and specifications. The Department shall also provide the Contractor .pdf files of the revised plans and specifications and the Contractor shall be responsible for making any additional printed copies for his use and the use of his subcontractors.
21. The Contractor shall make available at least one employee to attend and represent the firm at all scheduled job progress meetings, project working group meetings or other public informational meetings as requested by the Engineer. The person attending shall be knowledgeable of current job progress, the anticipated construction schedule and any ongoing or potential construction or contract issues. Costs are incidental to Item 743000-Maintenance of Traffic.
22. Any unacceptable shifting or movement in MSE wall panels resulting from adjoining pile driving or other Contractor activity shall be corrected to the satisfaction of the Engineer. The Contractor shall submit a plan detailing the repair procedure to the Engineer for approval prior to beginning any required repairs. Costs for preparation and submittal of the plan and for performing the repairs if required are to be incidental to Item 602772 Mechanically Stabilized Earth Walls.
23. Any requirement to utilize Borrow Types A, B, C, D, F, or MSE wall backfill (or materials meeting the requirements of Borrow Types A, B, C, D, F, or MSE wall backfill) shall be met by using only soil for these materials. Crushed concrete, millings, stone dust, or other non-soil materials will not be accepted, regardless of their gradation.

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24. The following earthwork related survey information is critical to computing pay item quantities. The Contractor shall give the Project Resident at least two Working Days' notice whenever any of the listed surfaces are ready for elevations to be taken by the Engineer's Survey crew. No additional excavation or backfill may be performed in these areas until the required survey information has been acquired by the Engineer's crew. Prior to notifying the Project Resident, areas to be surveyed shall be roughly leveled and cleared of debris or obstructions in order to collect accurate data. The Contractor is encouraged to make their survey crew available to take elevations jointly with the Engineer's crew in order to avoid any later quantity disputes. If the Contractor elects not to acquire survey data for the critical elements listed, then the Engineer's survey data will be considered the binding record regarding the pay item quantity computations. The Contractor shall share with the Engineer, upon request, any survey data taken independently that may assist in the pay item quantity computations. The critical elements include, but are not limited to the list below. Other critical elements that are identified by the Engineer shall also follow the above procedure.
- a. Surface elevations following Clearing and Grubbing of all roadway, structure, stormwater pond, wetland mitigation, and on-site borrow excavation areas.
 - b. Top surface (in areas not requiring clearing and grubbing) and bottom surface of topsoil to be stripped in fill areas.
 - c. Top surface of topsoil to be stripped in cut areas if no Clearing and Grubbing is required.
 - d. Top and bottom surfaces of undercut areas not measured by the inspection staff.
 - e. Bottom surfaces of excavations such as ditches, stormwater ponds, mitigation sites, and on-site borrow areas prior to placement of any topsoil or other materials.
 - f. Interim and final surfaces of infiltration stormwater facilities.
 - g. Top surfaces (following Clearing and Grubbing if applicable) and bottom surfaces of all structure excavation areas.
 - h. Top and bottom surfaces (following Clearing and Grubbing if applicable) of other excavation items such as muck excavation, channel excavation, etc.
 - i. Top surface (following clearing, grubbing, topsoil removal, and overburden removal) and bottom surface prior to placing any backfill or topsoil at any off-site borrow source to be measured by cross section.
25. Under Item 763501 Construction Engineering, Machine Control Grading, the Contractor shall provide the Engineer a total of two (2) Rovers. Each Rover shall be of the same manufacture as the Contractor's base station, shall be dual frequency, and shall be provided with: a survey program that has the baselines of construction pre-loaded; a two (2) meter fixed height rover pole; and a clamp to affix the survey controller to the Rover pole. The contractor will be responsible for localizing each Rover on the job specific control points. The automatic level to be provided by the Contractor shall be an automatic (self-leveling) level with a minimum 25X magnification. The Contractor shall also provide a tripod for the automatic level which shall be of wood or wood and fiberglass construction (aluminum legs will not be accepted) and a 25 foot fiberglass survey rod, graduated in tenths and hundredths of a foot.

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26. Unless directed otherwise by the Engineer, backfill dry undercut areas with soil material meeting Borrow, Type A and backfill wet undercut areas with soil material meeting Borrow, Type B requirements.
27. Measurement for depth of pipe trench excavation (Item 208000) will be made to the bottom of the main portion of the pipe, not the bell or spigot. Measurement for width of pipe trench excavation will be also be made 18 inches on either side, outside the main portion of pipe, not the bell or spigot. Any additional excavation required for the bell end of the pipe or for the pipe bedding is incidental to the item and will not be measured for payment.
28. When the Engineer has determined that substantial completion of the contract has been achieved, as defined by Standard Specification 101.03, time charges will be suspended and a semi-final inspection will be scheduled. If a semi-final inspection punchlist is generated for completion by the Contractor, a timeframe to complete the list will be established by the Engineer. Failure to complete the list within the required timeframe will result in the resumption of time charges until all items on the semi-final punchlist have been completed. Similarly, a Final Inspection will be held following completion of the semi-final punchlist. Any punchlist generated at the Final Inspection will also have a timeframe established for completion. If the Final Punchlist is not completed within the specified timeframe, time charges will again resume until all items on the Final Punchlist have been completed by the Contractor.
29. Construction conflicts occur when a contractor elects to use a crane of sufficient height that violates airport airspace or exceeds 200 feet in height. Contractors are responsible to conform to the appropriate FAA requirements. Contractors can check the equipment that they will be using to determine if they need to notify the FAA using the notice criteria tool at the following web address:
<https://oeaaa.faa.gov/oeaaa/external/gisTools/gisAction.jsp>
30. Concrete for Items: 602013 P.C.C. Masonry, Superstructure Class D; 602017 P.C.C. Masonry, Parapet, Class A; 720626 Concrete Single Face Barrier, Type I; 720627 Concrete Single Face Barrier, Type 2; and 720629 Bifurcated Concrete Median Barrier shall include a shrinkage reducing/compensating admixture. The admixture may be one product or two separate products that provide both expansion and pore water surface tension. The admixture(s) shall have the following characteristics: 1) Expands at a rate that closely compensates for the shrinkage of the concrete mix; 2) Reduces capillary surface tension of the concrete pore water; 3) Provides at least 80% shrinkage reduction as measured and documented by field performance; and 4) is formulated for use in freezing and thawing weather. All admixtures must be compatible with the overall concrete mix design. Calcium chloride is not permitted and no chemical admixtures containing more than 0.1% chloride by weight are permitted. Dosage shall be as recommended by the manufacturer. All costs shall be included in the bid price for the respective items.

31. Delete Standard Specification Section 602.20 (c) and replace with the following:

Texturing. Texture bridge deck, approach slab, and transition slab surfaces by first dragging a fabric over the final screeded concrete and then by sawing longitudinal grooves in the cured concrete. After final screeding of the surface, drag multiple-ply damp fabric over the surface to provide a gritty texture. After the bridge deck or approach slab has been cured and attained at least 75% of the 28-day design compressive strength, saw uniformly pronounced grooves parallel to the centerlines without damaging the concrete deck surface. Complete a longitudinal grooving operation that results in a uniformly grooved deck surface.

Saw grooves approximately $1/8'' + 0''$, $- 1/16''$ wide, $3/16'' \pm 1/16''$ deep, and on $3/4'' \pm 1/16''$ (nominal) centers. Terminate grooves $18'' \pm 1''$ from the face of the parapet or curb line. If metal drainage inlets extend more than 18'' from the parapet or curb line, all grooves on the bridge deck surface are to end within 6'' of the drainage inlet perimeter. At skewed metal edged expansion joints, end all grooves within 6'' of the joint leaving no ungrooved surface adjacent to each side of the joint greater than 6'' in width on the deck side of the expansion joints. Produce grooves that are continuous across construction joints or other joints in the concrete deck surface less than $1/2''$ wide. Do not saw grooves for a width of 10 inches, ± 1 inch at locations of permanent striping lines in order to provide a smooth surface for placement of permanent roadway striping. Perform continuous removal of all waste materials, including slurry, resulting from the grooving operations in accordance with Standard Specification subsections 106.09 and 110.17, leaving all surfaces in a washed and clean condition.

Delete the last paragraph of Standard Specification Section 602.20 (b) and replace with the following:

After the concrete has cured, test the surfaces of all decks, approach slabs, and transition slabs for smoothness using an Inertial Profiler. Testing and corrective work shall conform to the requirements of Special Provision Section 501.14, Pavement Smoothness Testing. Seal or repair any cracks in the decks, approach slabs, or transition slabs which occur prior to opening to traffic, in a manner approved by the Engineer at no cost to the Department. Sound the riding surfaces, then remove and replace any delaminated areas in a manner approved by the Engineer at no cost to the Department.

32. Standard Notes for Traffic Officer Usage:

- a. For night-time closures of any road or ramp, provide one traffic officer at each closure point shown in the applicable detour plans. Traffic Officer shall be placed behind the closure barricade with the front of vehicle facing approaching traffic and all emergency lights shall be activated. Traffic Officer shall provide a report to the Contractor at the end of the day's activity identifying the number of vehicles that attempted to not follow the detour.
- b. The Contractor shall provide three traffic officers for a four-hour period twice per month to perform speed enforcement along roadways within the project limits. At the end of the day's enforcement activity, the Traffic Officers shall provide a report to the Contractor identifying the number of vehicles stopped,

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- number and type of citations given and the range of speeds of those vehicles stopped. Enforcement locations will be determined by the Engineer.
- c. The Contractor shall provide one Traffic Officer for nighttime mobile pavement marking operations on US 301.
 - d. The Contractor shall provide one Traffic Officer for major phase change traffic switches on existing US 301.
 - e. The Contractor shall provide two Traffic Officers for any rolling road block operation in accordance with TA-35H.
 - f. See project detour plans for additional Traffic Officer requirements.
 - g. The Contractor shall provide one Traffic Officer for any operation where an existing signalized intersection is placed in flash-mode. The Traffic Officer is the only individual that can place a traffic signal in flash-mode and the Traffic Officer must stay on location until the signal is placed back in stop-and-go operation in accordance with DelDOT's Temporary Traffic Control within Intersections memorandum (www.mutcd.deldot.gov).
 - h. Additional usage of Traffic Officers outside of the above requirements shall be approved by the Engineer in consultation with the Traffic Safety Section.
33. The entire US301 mainline project from the Maryland State Line to SR1 is being constructed under multiple contracts that will be under construction concurrently with this Contract. As shown in the plans, various traffic control measures will be installed under this Contract to prevent access to the completed sections of roadway until the entire US301 mainline is ready to be open to traffic. The Contractor shall be responsible for these traffic control measures until the end of the contract completion time or until the project is accepted by the Engineer, whichever is later. The Contractor for Contract T200911303, US301 Levels Road to Summit Bridge Road, will be responsible for performing the work to open the entire US301 mainline section to traffic. If directed by the Engineer, the Contractor shall coordinate with the Contractor for Contract T200911303 to have the traffic control measures replaced with devices owned by the Contractor for Contract T200911303 so that continuous maintenance of traffic is provided. All costs associated with replacing the traffic control devices and coordinating the replacement shall be included in the unit price bid for the appropriate traffic control device and operation.
34. Any references in the Contract Documents to Item 605001 Steel Structures (LB) shall be understood to be replaced by Item 605002 Steel Structures (Lump Sum).
35. Any references in the Contract Documents to Item 605691 High Performance Steel being measured for payment or paid per Pound shall be understood to be replaced as not being measured for payment and being paid per Lump Sum.
36. The limits of grading for the diversion ditch as shown on Plan Sheets TS-08, TS-09, GG-01, GG-02, and GG-05 shall be considered the maximum limits of final grading for the diversion ditch. The Contractor shall coordinate with the Engineer to monitor the borrow requirements needed to complete the project. Should less borrow material be required to complete the project, the diversion ditch shall be excavated to a shallower elevation.

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The contractor shall submit a revised final grading plan for the diversion ditch to the Engineer for approval. The final grading plan shall allow for positive drainage for all drainage areas flowing to the diversion ditch, including drainage from the final elevations of the borrow site. Cost of the development of the grading plan shall be incidental to 763501- Construction Engineering.

Soil meeting the gradation requirements for Borrow Types A, C, D, and F may be available in the diversion ditch. See Section 100 of the project notes on Plan Sheet PN-01.

37. For stormwater management ponds, topsoiling shall be performed where seeding is specified on the stormwater management plans. The contractor shall refer to the “Pond Construction Sequence and Notes” in the contract plans for seeding limits. Any notes directing that the pond bottom is not to be seeded includes the forebay bottom as a pond bottom and since these areas are not to be seeded, they are also not to be topsoiled.
38. DeIDOT does not include the boring logs or cross sections as part of the official contract documents. For informational purposes only, boring logs and cross sections are available on the US301 Project website under the Contractor Information tab for this Contract. The website for the unofficial US301 Contractor Information is: <http://www.deldot.gov/information/projects/us301/ContractorInfo/index.shtml>
39. Updates to DeIDOT’s Erosion and Sediment Control Standard Specifications and Pay Items have been issued under the Supplemental Specifications to the August 2001 Standard Specifications, as Revised November 24, 2014 and the work shall be performed with respect to these Supplemental Specifications and any other updates issued up to the date of advertisement. References in the Contract Documents to the following sections or pay items shall be understood to be performed under the corresponding revised section or pay item and the Contractor shall comply with the new specifications at no additional cost to DeIDOT

Contract Item #	Revised Item #	Item Description
202572	900501	BORROW AREA EROSION AND SEDIMENT CONTROL AND DEWATERING
202574	906005	WELL POINT SYSTEM
250000	INCIDENTAL	SEDIMENT REMOVAL
251000	905001	SILT FENCE
251001	905002	REINFORCED SILT FENCE
251502	905500	SUPER SILT FENCE
252000	905004	INLET SEDIMENT CONTROL, DRAINAGE INLET
252001	905005	INLET SEDIMENT CONTROL, CURB INLET
254000	907011	STONE CHECK DAM
255000	905003	SEDIMENT TRAP
255501	905006	INLET SEDIMENT CONTROL, CULVERT INLET
258000	907500	TEMPORARY SWALE, TYPE A-1
258001	907501	TEMPORARY SWALE, TYPE A-2
258002	907502	TEMPORARY SWALE, TYPE A-3
258004	907503	TEMPORARY SWALE, TYPE B-2

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259000	907504	PERIMETER DIKE/SWALE, TYPE A-1
259001	907505	PERIMETER DIKE/SWALE, TYPE A-2
260000	907506	EARTH DIKE, TYPE A-1
260001	907507	EARTH DIKE, TYPE A-2
260003	907508	EARTH DIKE, TYPE B-1
260004	907509	EARTH DIKE, TYPE B-2
261000	907012	TEMPORARY SLOPE DRAIN, 12"
261001	907013	TEMPORARY SLOPE DRAIN, 18"
NEW	907014	TEMPORARY SLOPE DRAIN, 21"
261003	907015	TEMPORARY SLOPE DRAIN, 24"
261004	907016	TEMPORARY SLOPE DRAIN, 30"
262000	909006	STILLING WELL
263000	906003	SUMP PIT (Used to be Sump Pit, Type I)
265000	909003	GEOTEXTILE LINED CHANNEL DIVERSION
265500	909005	STREAM DIVERSION
266000	909001	SANDBAG DIKES
266001	909002	SANDBAG DIVERSIONS
268000	908023	STABILIZED CONSTRUCTION ENTRANCE
269000	909004	TURBIDITY CURTAIN, FLOATING
269001	909500	TURBIDITY CURTAIN, STAKED
270000	906001	PORTABLE SEDIMENT TANK
270500	906002	DEWATERING BAG
271000	910008	STORMWATER MANAGEMENT POND
272000	910006	OUTLET STRUCTURE
272501	910007	OUTLET STRUCTURE
272500	906004	SKIMMER DEWATERING DEVICE (Used to be Skimmer Dewatering Bag)
272503	INCIDENTAL	TRASH RACK
274000	910004	CLAY BORROW, STORMWATER MANAGEMENT POND, CUT OFFTRENCH
274001	910005	CLAY BORROW, STORMWATER MANAGEMENT POND, POND LINER
302516	910001	INFILTRATION STONE, NO.3
302517	910002	INFILTRATION STONE, NO. 8
302518	910003	INFILTRATION STONE, NO. 57
718513	910009	INFILTRATION TRENCH
732000	908003	TOPSOIL, 4" DEPTH
732002	908004	TOPSOIL, 6" DEPTH
732003	908005	TOPSOIL, 12" DEPTH
732004	908001	TOPSOIL (TON)
732005	908002	TOPSOIL (CY)
732509	910500	BIORETENTION SOIL, MIX I
733001	908009	TOPSOILING, 4" DEPTH
733002	908010	TOPSOILING, 6" DEPTH
733003	908011	TOPSOILING, 8" DEPTH
733004	908007	TOPSOILING
733006	908012	TOPSOILING, 12" DEPTH
733007	908008	TOPSOILING, 2" DEPTH

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733008	908013	TOPSOILING, 18" DEPTH
734013	908014	PERMANENT GRASS SEEDING, DRY GROUND
734015	908015	PERMANENT GRASS SEEDING, WET GROUND
734016	908016	PERMANENT GRASS SEEDING, SUBDIVISION
734017	908017	TEMPORARY GRASS SEEDING
734521	908503	WETLAND MITIGATION GRASS SEEDING
734531	908019	STREAMBANK SEED MIX
734551	908501	NATIVE GRASS SEEDING: NO MOW MIX
734552	908502	WET GROUND EROSION CONTROL GRASS SEEDING - FLATS
734553	908503	WETLAND MITIGATION GRASS SEEDING
734554	908505	MEADOW ESTABLISHMENT & WILDFLOWER SEEDING, MARYLAND
734555	908506	TEMPORARY VEGETATIVE STABILIZATION, MARYLAND
734556	908507	PERMANENT VEGETATIVE STABILIZATION, MARYLAND
734557	908508	RIPARIAN SEED MIX, STREAM RESTORATION
735535	908020	EROSION CONTROL BLANKET MULCH
735536	908021	TURF REINFORCEMENT MATTING, TYPE I
735537	908022	TURF REINFORCEMENT MATTING, TYPE II
735538	908504	COIR FIBER MATTING
735542	908509	FABRIC ENCAPSULATED SOIL LIFT
737503	<i>In 2A for Levels Site</i>	BEDDING FOR REFORESTATION

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746720 - SUPPLY OF #2 THWN STRANDED COPPER
746721 - SUPPLY OF #4 THWN STRANDED COPPER
746722 - SUPPLY OF #6 THWN STRANDED COPPER
746723 - SUPPLY OF #8 THWN STRANDED COPPER
746724 - SUPPLY OF #10 THWN STRANDED COPPER
746725 - SUPPLY OF #14 THWN STRANDED COPPER
746726 - SUPPLY OF #6 BARE SOLID COPPER
746727 - SUPPLY OF 8/2 UF W/GROUND
746728 - SUPPLY OF 8/3 UF W/GROUND
746729 - SUPPLY OF #6 TRI-PLEX ALUMINUM SERVICE CABLE
746730 - SUPPLY OF #2 URD ALUMINUM SERVICE CABLE
746731 - SUPPLY OF 4/0 URD ALUMINUM SERVICE CABLE
746870 - SUPPLY OF #4 BARE SOLID COPPER
746880 - SUPPLY OF #12 THWN STRANDED COPPER
746900 - SUPPLY OF #2 BARE SOLID COPPER
746902 - SUPPLY OF #8 BARE SOLID COPPER

Description:

This work consists of supplying electrical cable, of the type required and as specified in the contract documents or as directed by the Engineer.

For the purpose of this item, the terms "electrical wire" and "electrical cable" are interchangeable.

Materials:

All electrical cables shall be 600-Volt UL approved.

Method of Measurement:

The quantity of electrical cable will be the number of linear feet (meters) of electrical cable, by size and type, supplied and accepted.

Basis of Payment:

The quantity of electrical cable will be paid for at the Contract unit price per linear foot (meter). Price and payment shall include full compensation for all materials, labor, tools, equipment, and incidentals necessary to complete the item.

01/15/03

BREAKOUT SHEET - 1		CONTRACT NO. T200911302.01			
ITEM 605501 - Ground Mount Breakaway Type Sign Supports and Foundations					
ITEM NO.	APPROX. QTY.	UOM	DESCRIPTION	UNIT PRICE	AMOUNT
1	1	LS	GM-1	\$	\$
2	1	LS	GM-2	\$	\$
3	1	LS	GM-3	\$	\$
4	1	LS	GM-7	\$	\$
5	1	LS	GM-8	\$	\$
Total Item No. 605501 Section- 0001 <u>0002</u> -Ground Mount Breakaway Type Sign Supports and Foundations \$ _____ (LUMP SUM BID PRICE FOR ITEM 605501 Section- 0001 <u>0002</u>)					

BREAKOUT SHEET - 2		CONTRACT NO. T200911302.01			
ITEM 605755 - Overhead Sign Supports and Foundations					
ITEM NO.	APPROX. QTY.	UOM	DESCRIPTION	UNIT PRICE	AMOUNT
1	1	EA	DMS-1	\$	\$
2	1	EA	OH-2	\$	\$
3	1	EA	OH-3	\$	\$
4	1	EA	OH-5	\$	\$
5	1	EA	OH-6	\$	\$
<p>Total Item No. 605755 Section 0001 <u>0002</u>- Overhead Sign Supports and Foundations \$_____</p> <p>(LUMP SUM BID PRICE FOR ITEM 605755 Section 0001 <u>0002</u>)</p>					