



STATE OF DELAWARE
DEPARTMENT OF TRANSPORTATION
800 BAY ROAD
P.O. Box 778
DOVER, DELAWARE 19903

JENNIFER COHAN
SECRETARY

VIA WEBSITE POSTING

July 24, 2018

Contract No. T201100901.01
Federal Aid Project No. STP-S018(11)
HSIP SC, US 9 AND SR 5 INTERSECTION

Ladies and Gentlemen:

Enclosed is Addendum No. 2 for the referenced contract consisting of the following:

1. The Bid Proposal Cover, revised, to be substituted for the same page of the Proposal.
2. One (1) page, Prospective Bidders Notes, page ii, revised, to be substituted for the same page in the Proposal. Bidders Note 10 has been revised.
3. One (1) page, Plan Sheet 40, revised, to be substituted for the same page in the Proposal.

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

Sincerely,

~signature on file~

Competitively Bid Contracts Coordinator
Delaware Department of Transportation

STATE OF DELAWARE



DEPARTMENT OF TRANSPORTATION

BID PROPOSAL

for

CONTRACT T201100901.01

FEDERAL AID PROJECT NO. STP-S018(11)

CFDA NO. 20.205

HSIP SC, US 9 AND SR 5 INTERSECTION

Sussex County

ADVERTISEMENT DATE: July 2, 2018

COMPLETION TIME: 250 Calendar Days

SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION
DELAWARE DEPARTMENT OF TRANSPORTATION
AUGUST 2016

Bids will be received in the Bidder's Room at the Delaware Department of Transportation's Administration Building, 800 Bay Road, Dover, Delaware prior to 2:00 P.M. local time **July 31, 2018**

7. No RETAINAGE will be withheld on this contract.
8. EXTERNAL COMPLAINT PROCEDURE can be viewed on DelDOT's Website at; <http://regulations.delaware.gov/AdminCode/title2/2000/2500/2501.shtml> or you may request a copy by calling (302) 760-2555.
9. AUGUST 2016 STANDARD SPECIFICATIONS apply to this contract. The Contractor shall make himself aware of any revisions and corrections (Supplemental Specifications, if any) and apply them to the applicable item(s) of this contract. The 2016 Standard Specifications can be [viewed here](#).
- 9a. FLATWORK CONCRETE TECHNICIAN CERTIFICATION TRAINING:
Section 501.03, 503.03, 505.03, 610.03, 701.03 and 702.03 of the 2016 Standard Specifications require contractor's to provide an American Concrete Institute (ACI) or National Ready Mix Concrete Association (NRMCA) certified concrete flatwork technician to supervise all finishing of flatwork concrete. Concrete flatwork certification will be effective starting on June 1, 2018.
10. **ROAD USER COSTS:**

The contract drawings and notes provide a sequence of construction for this contract.

Failure to open the road closures to unrestricted highway traffic on time

A. Construction Phase Completion

As detailed in the plans, all work on this phase must be complete within 20 Calendar Days. This time includes an allowance for 3 Weather Days. Should the Contractor fail to be complete with Phase 1 work within the 20 calendar days allotted, the Department will deduct payments due the Contractor a "Road User Cost Delay" of \$97,946 per calendar day, starting on the 21th calendar day and until such time as the Phase 1 work is complete. As detailed in the plans, all work on this phase must be complete within 65 Calendar Days. This time includes an allowance for 8 Weather Days. Should the Contractor fail to be complete with Phase 2A work within the 65 calendar days allotted, the Department will deduct payments due the Contractor a "Road User Cost Delay" of \$34,391 per calendar day, starting on the 66th calendar day and until such time as the Phase2A work is complete.

B. Updates and Other General Conditions

1. In order to minimize disruption and cost to the traveling public, the Contractor shall give his/her full attention to this project, such that all work will be completed as soon as possible after "Notice to Proceed".
2. Project changes that are ordered by DelDOT, such as plan revisions, change order additions, and delays, that cause the Project Completion Date to shift to a later time will allow for the establishment of a revised Project Completion Date. Circumstances that shall not cause the Phase 1/Phase 2A Completion Date to change include, but are not limited to, subcontractor non-performance, inability to meet scheduled activity durations, lack of manpower and/or equipment, and late material deliveries.
3. The "Road User Delay Costs" specified in paragraph A, above do not alter or replace the liquidated damages as specified in Standard Specification Subsection 108.08 "Failure to Complete on Time". Once the Contract Completion Date has been reached, liquidated damages will be assessed on the Contract as a whole.
4. The completeness of the work shall be determined solely by the Engineer.
5. Calendar Day for the Disincentive payment shall be defined as the 24 hour period starting at the time US 9 and SR 5 are closed. For example, if the road is closed at 8:00 pm, one Calendar Day will be reached at 8:00 pm the following day.

For each of the detour scenarios (US 9 and SR 5 north of US 9), daily road user costs were calculated. Road user costs were not calculated for the closure of SR 5 south of US 9 since this closure will only be implemented during nighttime permissible hours. These costs are used as the basis to set milestone disincentive costs for the contract in order to expedite the work and ensure that sections of roadway are opened in a timely manner. Daily Road User Costs were calculated for the detour routes during construction as per DelDOT's Design Guidance Memorandum: 1-24. Detailed calculations are shown in **Appendix C** of the TMP. Below are the Daily Road User Costs being applied:

Total Daily Road User Cost - US 9 Closure: \$97,946

Total Daily Road User Cost - SR 5 Closure, North of US 9: \$34,391

WORK HOUR RESTRICTIONS AND TRAFFIC CONTROL CASES

1. ALL CONSTRUCTION PHASE SETUPS AND CHANGES ALONG US 9 AND SR 5 SHALL BE PERFORMED IN ACCORDANCE WITH TA-10 AND TA-11B OF THE DELAWARE MUTCD.
2. UPON ACCEPTANCE BY THE DELDOT LAB, US 9 WILL BE ALLOWED TO BE CLOSED.
3. US 9 CLOSURE IS FOR INSTALLATION OF THE BOX CULVERT WITH 17 DAYS (WITH 3 WEATHER DAYS) ALLOTTED. ROAD USER COSTS WILL BE APPLIED EACH DAY AFTER THE ALLOWED TIME (REFER TO SHEET 29).
4. THE WORK PERFORMED DURING THE SR 5 SOUTHERN LEG DETOUR FOR THE INSTALLATION OF THE CROSSROAD PIPES SHALL BE DONE BETWEEN THE HOURS OF 8 PM AND 6 AM.
5. SR 5 CLOSURE IS FOR PHASE 2A WITH 57 DAYS (WITH 8 WEATHER DAYS) ALLOTTED. ROAD USER COSTS WILL BE APPLIED EACH DAY AFTER THE ALLOWED TIME.
6. PEDESTRIAN ACCESS SHALL BE MAINTAINED AT ALL TIMES UNDER TA-28.

PORTABLE CHANGEABLE MESSAGE SIGNS

7. IN ADDITION TO THE LOCATIONS DEPICTED ON THE DETOUR PLANS, PORTABLE CHANGEABLE MESSAGE SIGNS (ITEM 803001) SHALL ALSO BE POSTED FOURTEEN (14) DAYS PRIOR TO EACH CONSTRUCTION PHASE CHANGE (OR AT THE DISCRETION OF DELDOT SAFETY) ALONG NORTHBOUND AND SOUTHBOUND SR 5 AS WELL AS EASTBOUND AND WESTBOUND US 9 AT/NEAR THE CORRESPONDING INTERSECTION TO INFORM MOTORISTS OF NEW TRAFFIC PATTERNS.

SEQUENCE OF CONSTRUCTION FOR MAINTENANCE OF TRAFFIC

8. THIS PROJECT HAS BEEN PHASED DUE TO MAINTENANCE OF TRAFFIC CONSIDERATIONS. THE INTERSECTION MUST REMAIN OPEN AT ALL TIMES. ENTRANCES WITHIN THE LIMITS OF CONSTRUCTION MUST REMAIN ACCESSIBLE DURING ALL PHASES OF CONSTRUCTION. ANY CHANGES IN THE PHASING OF THIS PROJECT MUST BE SUBMITTED FOR APPROVAL TO THE ENGINEER.

SEQUENCE OF CONSTRUCTION FOR EROSION AND SEDIMENT CONTROL - ALL PHASES

*PRIOR TO BEGINNING EARTH DISTURBING ACTIVITIES, PLANNED PERIMETER E&S DEVICES SHALL BE INSTALLED. THE PLANS ARE PHASED INTENTIONALLY TO INCLUDE THE MAXIMUM AMOUNT OF DISTURBANCE ALLOWED PER THE DNREC SEDIMENT AND STORMWATER REGULATIONS. ANY CHANGE IN THE OVERALL PHASING OF THE PROJECT MUST BE SUBMITTED FOR APPROVAL TO THE STORMWATER ENGINEER.

1. CLEAR AND GRUB ONLY THE AREAS REQUIRED TO INSTALL THE PERIMETER CONTROLS.
 2. INSTALL PERIMETER CONTROLS.
 3. PERFORM REMAINING CLEARING AND GRUBBING AS REQUIRED TO PROGRESS SCHEDULED WORK ACTIVITIES.
 4. INSTALL INTERIOR SEDIMENT TRAPPING DEVICES AND CONTROLS.
 5. PERFORM ALL EARTH DISTURBING ACTIVITIES (TOPSOIL STRIPPING, PIPE INSTALLATIONS, GRADING WORK FOR SWALES, ROADBOX ETC)
 6. PERFORM FINAL GRADING, LANDSCAPING AND STABILIZATION.
- REMOVAL OF SEDIMENT CONTROL DEVICES CAN OCCUR AFTER THE FINAL GRADING AND STABILIZATION IS COMPLETE.

OTHER MOT DEVICES

9. DURING PHASE 2 ARTESIAN CONTRACTOR SHALL INSTALL WATER MAIN CROSSING AT SR 5 AND ANY NECESSARY TIE-INS TO CASING UNDER THE CULVERT ON US 9.
10. PHASE 3 SHALL INCORPORATE DETOUR PROVIDED TO RESTRICT EASTBOUND LEFT TURNING VEHICLES ON US 9 ONTO SOUTHBOUND SR 5.
11. DURING PHASE 3 IF CONTRACTOR IS CLOSING BOTH SIDEWALKS AT THE SAME TIME, A PEDESTRIAN DETOUR PLAN MUST BE SUBMITTED, WITH ACCEPTABLE MATERIALS, TO BE APPROVED BY THE ENGINEER. ACCEPTABLE MATERIALS FOR TEMPORARY PEDESTRIAN PATHS SHALL INCLUDE CONCRETE, HOT-MIX, COMPACTED MILLINGS OR PLYWOOD WALKWAY STRUCTURE. PLYWOOD WALKWAY STRUCTURES SHALL ALSO INCLUDE DETECTABLE EDGING AND RAILINGS IN ACCORDANCE WITH ADA GUIDELINES AND THE DELAWARE MUTCD. TEMPORARY PEDESTRIAN PATHS SHALL BE INCIDENTAL TO ITEM 801000 UNLESS OTHERWISE SPECIFIED IN THE PLANS. STONE OR GRADED AGGREGATE BASE COURSE SHALL NOT BE USED FOR TEMPORARY PEDESTRIAN PATHS.
12. PROJECT LIMITS TO BE EXTENDED DURING PHASE 4 TO INCLUDE MILL AND OVERLAY FOR TEMPORARY STRIPING.
13. THIS PROJECT IS CONSIDERED A SIGNIFICANT PROJECT AS DEFINED BY DELDOT'S WORK ZONE MOBILITY PROCEDURES AND GUIDELINES. A TYPE B TRANSPORTATION MANAGEMENT PLAN (TMP) HAS BEEN PREPARED AND IS AVAILABLE FOR VIEWING BY CONTACTING THE DEPARTMENT'S SAFETY PROGRAMS MANAGER AT (302) 659-4060. ALL MONITORING REQUIREMENTS OF THE TMP SHALL BE CONDUCTED BY DELDOT FORCES UNLESS OTHERWISE DIRECTED BY THE ENGINEER. MODIFICATIONS TO THE TMP SHALL BE COMPLETED BY THE CONTRACTOR IF CHANGES TO THE TIME RESTRICTIONS OR THE TRAFFIC CONTROL PLAN ARE DESIRED. THE MODIFIED TMP SHALL BE PREPARED BY A PROFESSIONAL ENGINEER, REGISTERED IN THE STATE OF DELAWARE.
14. ACCESS TO COMMERCIAL DRIVEWAYS SHALL BE MAINTAINED WITH BITUMINOUS CONCRETE PAVEMENT.
15. LANE CLOSURE RESTRICTIONS FOR US 9 AND SR 5 SHALL COMPLY WITH THE FOLLOWING TABLE:

LANE CLOSURE MATRIX FOR US 9 and SR 5 - April 1 to May 15								LANE CLOSURE MATRIX FOR US 9 and SR 5 - May 15 to September 15							
Hour	SUNDAY	MONDAY	TUESDAY	WEDNESDAY	THURSDAY	FRIDAY	SATURDAY	Hour	SUNDAY	MONDAY	TUESDAY	WEDNESDAY	THURSDAY	FRIDAY	SATURDAY
1								1							
2								2							
3								3							
4								4							
5								5							
6								6							
7								7							
8								8							
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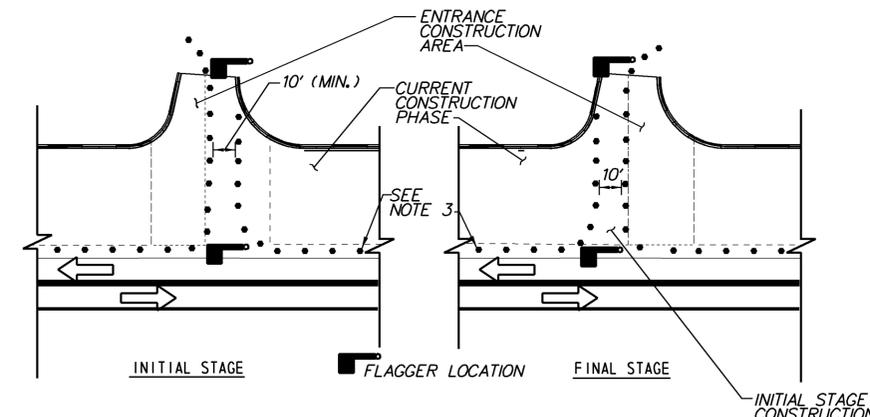
Legend:
 LANES CLOSURES NOT PERMITTED
 LANES CLOSURES PERMITTED

16. THE USE OF MILLINGS AND GRADED AGGREGATE BASE COURSE (GABC) IN THE TRAVEL WAY, TEMPORARY TRAVEL WAY, HIGH VOLUME ENTRANCES AND ACCESS RAMP FOR THE PURPOSE OF PROVIDING A TEMPORARY ROADWAY SURFACE, POT HOLE REPAIR, TAPERED EDGE FOR UTILITIES, BUTT JOINTS, AND LONGITUDINAL DROP-OFFS (MILLING AND PAVING OPERATIONS) IS PROHIBITED UNLESS IT IS OTHERWISE DESIGNATED TO BE USED IN THE CONTRACT PLANS. USE COLD PATCH, BITUMINOUS CONCRETE, BITUMINOUS CONCRETE WEDGE, OR TAPER MILL, AS NOTED IN THE CONTRACT DOCUMENTS OR APPROVED BY THE ENGINEER. PAYMENT FOR COLD PATCH, BITUMINOUS CONCRETE OR BITUMINOUS CONCRETE WEDGE SHALL BE PAID AS NOTED IN THE CONTRACT DOCUMENTS. TAPER MILL BITUMINOUS CONCRETE SHALL BE PAID UNDER THE BITUMINOUS CONCRETE MILLING ITEM.

- MILLINGS OR GABC SHALL BE USED AT THE FOLLOWING LOCATIONS WHERE ACCESS TO A BUSINESS, RESIDENCE, OR EDGE DROP OFF NEEDS TO BE MAINTAINED UNLESS OTHERWISE NOTED IN THE PLANS OR DIRECTED BY THE ENGINEER TO USE BITUMINOUS CONCRETE OR COLD PATCH. ALL MILLINGS AND GABC WILL BE ROLLED AND COMPACTED TO HELP PREVENT THE MATERIAL FROM UNRAVELLING:
- a. DRIVEWAYS
 - b. ENTRANCES
 - c. LOW VOLUME ACCESS RAMPS (IDENTIFIED IN THE CONTRACT DOCUMENTS)
 - d. EDGE DROP-OFFS ADJACENT TO LIVE ROADWAY(LANES AND SHOULDER) AND THE PROPOSED ROAD CONSTRUCTION
 - e. EDGE OF ROADWAY DROP-OFF

GRADING AND MAINTAINING BASE COURSE THAT IS BEING USED FOR ROADWAY WEDGE/FILLET BETWEEN TRAVEL LANES AND PAVEMENT BOX, EDGE OF TRAVELWAY, DRIVEWAY OR ENTRANCE ACCESS SHALL BE INCIDENTAL TO ITEM NO. 801000 - MAINTENANCE OF TRAFFIC. THE BASE COURSE MATERIAL SHALL BE PLACED AT NO GREATER THAN THE SLOPE SPECIFIED IN TABLE 6G-1 AND SHALL BE COMPACTED. EXCESS BASE COURSE MATERIAL SHALL BE PUSHED AHEAD AND USED IN THE NEXT SEGMENT AND SHALL BE INCIDENTAL TO THE PARTICULAR BASE COURSE PAY ITEM. NO SEPARATE PAYMENT SHALL BE MADE FOR MILLINGS OR GABC TEMPORARY ROADWAY MATERIAL (TRM) USED TO PROTECT EDGE DROP-OFFS, UNLESS THE MATERIAL IS EVENTUALLY UTILIZED AS PART OF A PERMANENT ROADWAY AT WHICH TIME THE MATERIAL WOULD BE PAID FOR UNDER THE RESPECTIVE CONTRACT MATERIAL ITEM. VERTICAL DIFFERENCES SHALL BE CORRECTED IN ACCORDANCE WITH TABLE 6G-1 OF THE DELAWARE MUTCD.

17. A TYPE II TRUCK MOUNTED ATTENUATOR (TMA) SHALL BE REQUIRED ON THIS PROJECT DURING THE FOLLOWING OPERATIONS: TEMPORARY/PERMANENT PAVEMENT MARKINGS, ROADSIDE SPRAYING, PATCHING, MILLING, SWEEPING, TEMPORARY TRAFFIC BARRIER PLACEMENT OR AS DIRECTED BY THE ENGINEER. THE ROLL AHEAD DISTANCE SHALL BE AS PER THE MANUFACTURER'S RECOMMENDATIONS. THE TMA SHALL CONFORM TO THE REQUIREMENTS OF SECTION 6F OF THE DELAWARE MUTCD.



TYPICAL DRIVEWAY/ ENTRANCE RECONSTRUCTION
NOT TO SCALE

- NOTES:**
1. THIS DETAIL PROVIDES THE PROPER TRAFFIC CONTROL DEVICES AT DRIVEWAYS AND ENTRANCES THAT ARE TO BE BUILT IN HALF-SECTION UNDER FLAGGER CONTROL. APPLICATION OF THIS DETAIL SHALL BE AS INDICATED ON THE PLANS, DURING DAYLIGHT HOURS ONLY, OR AS DIRECTED BY THE ENGINEER. TRAFFIC CONTROL DEVICES AT ENTRANCES SHALL BE RESET TO MAIN PHASE AT END OF EACH WORKING DAY.
 2. CHANNELIZATION THROUGH ENTRANCE AREA SHALL BE ACCOMPLISHED WITH DRUMS PLACED AT 10' BETWEEN THE EDGES OF THE DRUMS IMMEDIATELY ADJACENT TO THE TRAVELED WAY, UNLESS OTHERWISE DIRECTED BY THE ENGINEER. DRUM LAYOUT SHALL ACCOMMODATE LARGEST DESIGN VEHICLE EXPECTED TO USE ENTRANCE.
 3. TRAFFIC CONTROL DEVICES ALONG MAINLINE ROADWAY SHALL BE AS SHOWN ON CONSTRUCTION PHASING PLANS.
 4. DEPENDING ON TRAFFIC VOLUME UTILIZING ENTRANCE AND OTHER SITE-SPECIFIC CONDITIONS, THE NUMBER OF FLAGGERS USED DURING ENTRANCE CONSTRUCTION MAY BE REDUCED FROM 2 TO 1, SUBJECT TO APPROVAL OF ENGINEER.

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<p>DELAWARE DEPARTMENT OF TRANSPORTATION</p>	<p>ADDENDUMS / REVISIONS</p> <p>▲ ADDED WORDING FOR SR 5 CLOSURE</p>	<p>NOT TO SCALE</p>	<p>HSP SUSSEX COUNTY, US 9 & SR 5 INTERSECTION IMPROVEMENTS</p>	<p>CONTRACT: T201100901</p> <p>COUNTY: SUSSEX</p>	<p>BRIDGE NO.: N/A</p> <p>DESIGNED BY:</p> <p>CHECKED BY:</p>	<p>CONSTRUCTION PHASING, M.O.T., AND EROSION CONTROL PLAN</p>	<p>SHEET NO.: 40</p> <p>TOTAL SHTS.: 77</p>