

Contract No.T201106104.01

**PAVEMENT & REHABILITATION, NORTH IV, 2011
NEW CASTLE COUNTY**

LOCATION

These improvements are located in NEW CASTLE County more specifically shown on the Location Map(s) of the enclosed Plans.

DESCRIPTION

The improvements consist of furnishing all materials for PAVEMENT & REHABILITATION, NORTH IV, 2011, and other incidental construction in accordance with the location, notes and details shown on the plans and as directed by the Engineer.

COMPLETION DATE

All work on this contract must be complete within 75 Calendar Days .

It is the Department's intent to issue a Notice to Proceed such that work starts on or about May 2, 2011

ELECTRONIC BIDDING

This project incorporates the electronic bidding system Expedite 5.2b. Bidder wishing to use the electronic bidding option should request a bid file disk and installation CD.

PROSPECTIVE BIDDERS NOTE:

No retainage will be withheld on this contract.

The Department has adopted an External Complaint Procedure. The procedure can be viewed on our website at; <http://www.deldot.gov/information/business/>, or you may request a copy by calling (302) 760-2555.

**STATE OF DELAWARE
CONSTRUCTION ITEMS UNITS OF MEASURE**

English Code	English Description	Multiply By	Metric Code	Metric Description	Suggested CEC Metric Code
ACRE	Acre	0.4047	ha	Hectare	HECTARE
BAG	Bag	N/A	Bag	Bag	BAG
C.F.	Cubic Foot	0.02832	m ³	Cubic Meter	M3
C.Y.	Cubic Yard	0.7646	m ³	Cubic Meter	M3
EA-DY	Each Day	N/A	EA-DY	Each Day	EA-DY
EA-MO	Each Month	N/A	EA-MO	Each Month	EA-MO
EA/NT	Each Night	N/A	EA-NT	Each Night	EA/NT
EACH	Each	N/A	EA	Each	EACH
GAL	Gallon	3.785	L	Liter	L
HOUR	Hour	N/A	h	Hour	HOUR
INCH	Inch	25.4	mm	Millimeter	MM
L.F.	Linear Foot	0.3048	m	Linear Meter	L.M.
L.S.	Lump Sum	N/A	L.S.	Lump Sum	L.S.
LA-MI	Lane Mile	1.609	LA-km	Lane-Kilometer	LA-KM
LB	Pound	0.4536	kg	Kilogram	KG
MFBM	Thousand Feet of Board Measure	2.3597	m ³	Cubic Meter	M3
MGAL	Thousand Gallons	3.785	kL	Kiloliter	KL
MILE	Mile	1.609	km	Kilometer	KM
S.F.	Square Foot	0.0929	m ²	Square Meter	M2
S.Y.	Square Yard	0.8361	m ²	Square Meter	M2
SY-IN	Square Yard-Inch	0.8495	m ² -25 mm	Square Meter-25 Millimeter	M2-25 MM
TON	Ton	.9072	t	Metric Ton (1000kg)	TON
N.A.*	Kip	4.448	kN	Kilonewton	N.A.*
N.A.*	Thousand Pounds per Square Inch	6.895	MPa	Megapascal	N.A.*

*Not used for units of measurement for payment.

LOCATION	i
DESCRIPTION	i
CONSTRUCTION ITEMS UNITS OF MEASURE	ii
GENERAL NOTICES	1
SPECIFICATIONS	1
CLARIFICATIONS	1
ATTESTING TO NON-COLLUSION	1
QUANTITIES	1
DEPARTMENT OF LABOR FOR SWORN PAYROLL INFORMATION	1
PREFERENCE FOR DELAWARE LABOR	2
EQUALITY OF EMPLOYMENT OPPORTUNITY ON PUBLIC WORKS	2
TAX CLEARANCE	2
LICENSE	2
DIFFERING SITE CONDITIONS	2
PREVAILING WAGES	4
PREVAILING WAGE DETERMINATION - Highway Construction	5
SUPPLEMENTAL SPECIFICATIONS	7
SPECIAL PROVISIONS	9
CONSTRUCTION ITEM NUMBERS	11
401502 - ASPHALT CEMENT COST ADJUSTMENT	12
401580 - RIDE QUALITY OF HOT-MIX PAVEMENT	13
401645 - SUPERPAVE, TYPE C HOT-MIX, 160 GYRATIONS, PG 64-22 (CARBONATE STONE)	18
401667 - SUPERPAVE, BITUMINOUS CONCRETE BASE COURSE, 160 GYRATIONS, PG-64- 22, PATCHING	18
401696 - ENTRANCE, DRIVEWAY AND INTERSECTING STREET PAVING SURCHARGE	24
401699 - QUALITY CONTROL/QUALITY ASSURANCE OF BITUMINOUS CONCRETE	25
401752 - SAFETY EDGE FOR ROADWAY PAVEMENT	41
401753 - STONE MATRIX ASPHALT (SMA) WEARING SURFACE, WARM MIX ASPHALT	42
708500 - REPLACING CATCH BASIN GRATES	47
708504 - REPLACING CATCH BASIN FRAMES	47
735534 - SOIL RETENTION BLANKET MULCH, TYPE 4	48
746774 - SUPPLY AND INSTALLATION OF LOOP DETECTOR WIRE	50
746776 - LOOP DETECTOR SPLICE	52
748502 - RAISED/RECESSED PAVEMENT MARKER	54
748506 - PERMANENT PAVEMENT STRIPING, EPOXY RESIN PAINT, WHITE/YELLOW, 4"	55
748508 - PERMANENT PAVEMENT STRIPING, EPOXY RESIN PAINT, WHITE/YELLOW, 8"	55
760502 - PAVEMENT MILLING, TAPER CUT	65
760504 - RUMBLE STRIPS, HOT MIX	66
760507 - PROFILE MILLING, HOT-MIX	67
760511 - BIKE FRIENDLY RUMBLE STRIPS, HOT-MIX	69
763643 - MAINTENANCE OF TRAFFIC - ALL INCLUSIVE	70
UTILITY STATEMENT	75
RIGHT OF WAY CERTIFICATE	77
ENVIRONMENTAL STATEMENT	79
BID PROPOSAL FORMS	81

GENERAL NOTICES

SPECIFICATIONS:

The specifications entitled "Delaware Standard Specifications, for Road and Bridge Construction, August, 2001", hereinafter referred to as the Standard Specifications, Supplemental Specifications issued as of the advertisement date of this proposal, the Special Provisions, notes on the Plans, this Bid Proposal, and any addenda thereto shall govern the work to be performed under this contract.

CLARIFICATIONS:

Under any Section or Item included in the Contract, the Contractor shall be aware that when requirements, responsibilities, and furnishing of materials are outlined in the details and notes on the Plans and in the paragraphs preceding the "Basis of Payment" paragraph in the Standard Specifications or Special Provisions, no interpretation shall be made that such stipulations are excluded because reiteration is not made in the "Basis of Payment" paragraph.

ATTESTING TO NON-COLLUSION:

The Department requires as a condition precedent to acceptance of bids a sworn statement executed by, or on behalf of, the person, firm, association, or corporation to whom such contract is to be awarded, certifying that such person, firm, association, or corporation has not, either directly or indirectly, entered into any agreement, participated in any collusion, or otherwise taken any action in restraint of free competitive bidding in connection with such contract. The form for this sworn statement is included in the proposal and must be properly executed in order to have the bid considered.

QUANTITIES:

The quantities shown are for comparison of bids only. The Department may increase or decrease any quantity or quantities without penalty or change in the bid price. Under no circumstances will the total value of the contract exceed **150%** of the awarded value.

REQUIREMENT BY DEPARTMENT OF LABOR FOR SWORN PAYROLL INFORMATION

Delaware Code, Title 29, Chapter 69, Section 6960, Paragraph (c)

"(c) Every contract based upon these specifications shall contain a stipulation that certified sworn payroll reports be maintained by every contractor and subcontractor performing work upon the site of construction. The contractor and subcontractor shall keep and maintain the sworn payroll information for a period of two (2) years from the last day of the work week covered by the payroll. A certified copy of these payroll reports shall be made available:

1. For inspection or furnished upon request to a representative of the Department of Labor;
2. Upon request by the public or for copies thereof. However, a request by the public must be made through the Department of Labor. The requesting party shall, prior to being provided the records, reimburse the costs of preparation by the Department of Labor in accordance with the Department's copying fee policy. The public shall not be given access to the records at the principal office of the contractor or subcontractor; and
3. The certified payroll records shall be on a form provided by the Department of Labor or shall contain the same information as the form provided by the Department and shall be provided within ten (10) days from receipt of notice requesting the records from the Department of Labor."

Contractor may contact:

Department of Labor
Division of Industrial Affairs
4425 No. Market Street

Wilmington, DE 19802

Telephone (302) 761-8200

PREFERENCE FOR DELAWARE LABOR:

Delaware Code, Title 29, Chapter 69, Section 6962, Paragraph (d), Subsection (4)b

"In the construction of all public works for the State or any political subdivision thereof, or by firms contracting with the State or any political subdivision thereof, preference in employment of laborers, workmen or mechanics shall be given to bona fide legal citizens of the State who have established citizenship by residence of at least 90 days in the State. Each public works contract for the construction of public works for the State or any political subdivision thereof shall contain a stipulation that any person, company or corporation who violates this section shall pay a penalty to the Secretary of Finance equal to the amount of compensation paid to any person in violation of this section."

EQUALITY OF EMPLOYMENT OPPORTUNITY ON PUBLIC WORKS:

Delaware Code, Title 29, Chapter 69, Section 6962, Paragraph (d), Subsection (7)

"a. As a condition of the awarding of any contract for public works financed in whole or in part by State appropriation, such contracts shall include the following provisions:

During the performance of this contract, the contractor agrees as follows:

1. The contractor will not discriminate against any employee or applicant for employment because of race, creed, color, sex or national origin. The contractor will take positive steps to ensure that applicants are employed, and that employees are treated during employment, without regard to their race, creed, color, sex or national origin. Such action shall include, but not be limited to, the following: employment, upgrading, demotion or transfer; recruitment or recruitment advertising; layoff or termination; rates of pay or other forms of compensation; and selection for training, including apprenticeship. The contractor agrees to post in conspicuous places available to employees and applicants for employment notices to be provided by the contracting agency setting forth this nondiscrimination clause.

2. The contractor will, in all solicitations or advertisements for employees placed by or on behalf of the contractor, state that all qualified applicants will receive consideration for employment without regard to race, creed, color, sex or national origin.'

TAX CLEARANCE:

As payments to each vendor or contractor aggregate \$2,000, the Division of Accounting will report such vendor or contractor to the Division of Revenue, who will then check the vendor or contractor's compliance with tax requirements and take such further action as may be necessary to insure compliance.

LICENSE:

A person desiring to engage in business in this State as a contractor shall obtain a license upon making application to the Division of Revenue. Proof of said license compliance to be made prior to, or in conjunction with, the execution of a contract to which he has been named.

DIFFERING SITE CONDITIONS,

SUSPENSIONS OF WORK and SIGNIFICANT CHANGES IN THE CHARACTER OF WORK:

Differing site conditions: During the progress of the work, if subsurface or latent physical conditions are encountered at the site differing materially from those indicated in the contract or if unknown physical conditions of an unusual nature, differing materially from those ordinarily encountered and generally recognized as inherent in the work provided for in the contract are encountered at the site, the party

discovering such conditions shall promptly notify the other party in writing of the specific differing conditions before they are disturbed and before the affected work is performed.

Upon written notification, the engineer will investigate the conditions, and if he/she determines that the conditions materially differ and cause an increase or decrease in the cost or time required for the performance of any work under the contract, an adjustment, excluding loss of anticipated profits, will be made and the contract modified in writing accordingly. The engineer will notify the contractor of his/her determination whether or not an adjustment of the contract is warranted.

No contract adjustment which results in a benefit to the contractor will be allowed unless the contractor has provided the required written notice.

No contract adjustment will be allowed under their clause for any effects caused on unchanged work.

Suspensions of work ordered by the engineer: If the performance of all or any portion of the work is suspended or delayed by the engineer in writing for an unreasonable period of time (not originally anticipated, customary or inherent to the construction industry) and the contractor believes that additional compensation and/or contract time is due as a result of such suspension or delay, the contractor shall submit to the engineer in writing a request for adjustment within 7 calendar days of receipt of the notice to resume work. The request shall set forth the reasons and support for such adjustment.

Upon receipt, the engineer will evaluate the contractor's request. If the engineer agrees that the cost and/or time required for the performance of the contract has increased as a result of such suspension and the suspension was caused by conditions beyond the control of and not the fault of the contractor, its suppliers, or subcontractors at any approved tier, and not caused by weather, the engineer will make an adjustment (excluding profit) and modify the contract in writing accordingly. The engineer will notify the contractor of his/her determination whether or not an adjustment of the contract is warranted.

No contract adjustment will be allowed unless the contractor has submitted the request for adjustment within the time prescribed.

No contract adjustment will be allowed under this clause to the extent that performance would have been suspended or delayed by any other cause, or for which an adjustment is provided for or excluded under any other term or condition of this contract.

Significant changes in the character of work: The engineer reserves the right to make, in writing, at any time during the work, such changes in quantities and such alterations in the work as are necessary to satisfactorily complete the project. Such changes in quantities and alterations shall not invalidate the contract nor release the surety, and the contractor agrees to perform the work as altered.

If the alterations or changes in quantities significantly change the character of the work under the contract, whether or not changed by any such different quantities or alterations, an adjustment, excluding loss of anticipated profits, will be made to the contract. The basis for the adjustment shall be agreed upon prior to the performance of the work. If a basis cannot be agreed upon, then an adjustment will be made either for or against the contractor in such amount as the engineer may determine to be fair and equitable.

The term "significant change" shall be construed to apply only to the following circumstances:

- (A) When the character of the work as altered differs materially in kind or nature from that involved or included in the original proposed construction or
- (B) When a major item of work, as defined elsewhere in the contract, is increased in excess of 125 percent or decreased below 75 percent of the original contract quantity. Any allowance for an increase in quantity shall apply only to that portion in excess of 125 percent of original contract item quantity, or in case of a decrease below 75 percent, to the actual amount of work performed.

PREVAILING WAGES

Included in this proposal are the minimum wages to be paid various classes of laborers and mechanics as determined by the Department of Labor of the State of Delaware in accordance with Title 29 Del.C. §6960, relating to wages and the regulations implementing that Section.

Title 29 Del.C. §6960 relating to wages further stipulates "that the employer shall pay all mechanics and laborers employed directly upon the site of the work, unconditionally and not less often than once a week and without subsequent deduction or rebate on any account, the full amounts accrued at time of payment, computed at wage rates not less than those stated in the specifications, regardless of any contractual relationship which may be alleged to exist between the employer and such laborers and mechanics", and ... "that the scale of wages to be paid shall be posted by the employer in a prominent and easily accessible place at the site of the work, and that there may be withheld from the employer so much of accrued payments as may be considered necessary by the Department of Labor to pay to laborers and mechanics employed by the employer the difference between the rates of wages required by the contract to be paid laborers and mechanics on the work and rates of wages received by such laborers and mechanics to be remitted to the Department of Labor for distribution upon resolution of any claims."

Bidders are specifically directed to note the Department of Labor's regulations implementing §6960 relating to the effective date of the wage rates, at Part VI., Section C., which in relevant part states:

"Public agencies (covered by the provisions of 29 Del.C. §6960) are required to use the rates which are in effect on the date of the publication of specifications for a given project. In the event that a contract is not executed within one hundred twenty (120) days from the date the specifications were published, the rates in effect at the time of the execution of the contract shall be the applicable rates for the project."

STATE OF DELAWARE PREVAILING WAGES

PREVAILING WAGE DETERMINATION - Highway Construction

Delaware Department of Labor
Division of Industrial Affairs
Office of Labor Law Enforcement
Phone: 302 451-3423

Mailing Address:
225 Corporate Boulevard
Suite 104
Newark, DE 19702

Located at:
225 Corporate Boulevard
Suite 104
Newark, DE 19702

Prevailing Wages for **HIGHWAY CONSTRUCTION** Effective March 15, 2010

<u>Classification</u>	<u>New Castle County</u>	<u>Kent County</u>	<u>Sussex County</u>
Bricklayers	\$43.48	\$43.48	\$14.51
Carpenters	\$40.35	\$47.56	\$37.87
Cement Finishers	\$31.04	\$26.13	\$23.29
Electrical Line Workers	\$34.29	\$54.05	\$54.05
Electricians	\$55.35	\$55.35	\$55.35
Iron workers	\$42.20	\$22.98	\$25.35
Laborers	\$23.81	\$23.89	\$23.73
Millwrights	\$16.11	\$15.63	\$13.49
Painters	\$51.47	\$51.47	\$51.47
Piledrivers	\$59.23	\$23.75	\$26.95
Power Equip. Operators	\$33.37	\$27.59	\$27.95
Sheetmetal Workers	\$22.75	\$20.31	\$18.40
Truck Drivers	\$26.19	\$20.81	\$19.79

CERTIFIED: February 17, 2011

BY: Signature on file

ANTHONY J DELUCA, ADMINISTRATOR
LABOR LAW ENFORCEMENT SECTION

NOTICE TO CONTRACTORS

1. These rates are promulgated and enforced pursuant to the Prevailing Wage Regulations adopted by the Department of Labor on April 3, 1992.
2. Classifications of workers are determined by the Department of Labor. For assistance in classifying workers, or for a copy of the regulations or classifications, phone (302)451-3423.
3. Nonregistered apprentices must be paid the mechanic's rate.

Contract No. T201106104.01

SUPPLEMENTAL SPECIFICATIONS TO THE AUGUST 2001 STANDARD SPECIFICATIONS

**EFFECTIVE AS OF THE ADVERTISEMENT
DATE OF THIS PROPOSAL
AND INCLUDED BY REFERENCE**

**The Supplemental Specifications can be viewed and printed from
the Department's Website.**

To access the Website;

- in your internet browser, enter; <http://www.deldot.gov>
- on the left side of the page under 'INFORMATION', Click; 'Publications'
- scroll down under 'MANUALS' and Click; "Standard Specifications 2001"

The full Website Link is;

http://www.deldot.gov/information/pubs_forms/manuals/standard_specifications/index.shtml

Printed copies of the Supplemental Specifications are available upon request. A printed copy of the above referenced Supplemental Specifications will be included in the final contract documents upon award.

The Contractor shall make himself aware of these revisions and corrections (Supplemental Specifications), and apply them to the applicable item(s) of this contract.

SPECIAL PROVISIONS

CONSTRUCTION ITEM NUMBERS

All construction pay items are assigned a six (6) digit number, shown as Item Number on the Plans and/or in the Special Provisions, and shall be interpreted in accordance with the following:

Standard Item Number:

The first three digits of the construction item numbers indicates the Section number as described in the Standard Specifications, and all applicable requirements of the Section shall remain effective unless otherwise modified by the Special Provisions. The last three digits of the construction item identifies the item by sequential number under that Section. Sequential numbers for all items covered under Standard Specifications range from 000 to 499. A comprehensive list of construction item numbers begins on page 421 of the Standard Specifications. Additions to this list will be made as required.

Special Provisions Item Number:

The first three digits of the construction items, covered under Special Provisions, indicates the applicable Section number of the Standard Specifications, and shall be governed fully by the requirements of the Special Provisions. The last three digit of the items covered under Special Provisions identifies the item by sequential number. Sequential numbers for Special Provision items, range from 500 to 999.

Examples

Standard Item Number - 202000 Excavation and Embankment

202 Indicates Section Number

000 Indicates Sequential Number

Special Provision Item Number - 202500 Grading and Reshaping Roadway

202 Indicates Section Number

500 Indicates Sequential Number

401502 - ASPHALT CEMENT COST ADJUSTMENT

For Sections 304, 401, 402, 403, 404, and 405, payments to the Contractor shall be adjusted to reflect increases or decreases in the Delaware Posted Asphalt Cement Price when compared to the Project Asphalt Cement Base Price, as defined in these Special Provisions.

The Delaware Posted Asphalt Cement Price will be issued monthly by the Department and will be the industry posted price for Asphalt Cement, F.O.B. Philadelphia, Pennsylvania.

The Project Asphalt Cement Base Price will be the anticipated Delaware Posted Asphalt Cement Price expected to be in effect at the time of receipt of bids.

All deviations of the Delaware Posted Asphalt Cement Price from the Project Asphalt Cement Base Price are eligible for cost adjustment. No minimum increases or decreases or corresponding percentages are required to qualify for cost adjustment.

Actual quantity of asphalt cement qualifying for any Asphalt Cement Cost Adjustment will be computed on the basis of weight tickets and asphalt percentage from the approved job mix formula.

For Recycled Hot-Mix the asphalt percentage eligible for cost adjustment shall be only the new asphalt cement added to the mix.

There shall be no separate payment per ton (metric ton) cost of asphalt cement. That cost shall be included in the various unit prices bid per ton (metric ton) for those bid items that contain asphalt cement (mentioned above).

The Asphalt cement cost adjustment will be calculated on grade PG 64-22 asphalt regardless of the actual grade of asphalt used. The Project Asphalt Cement Base Price for the project will be \$510.00 per ton (\$562.18 per metric ton).

If the Contractor exceeds the authorized allotted completion time, the price of asphalt cement on the last authorized allotted work day, shall be the prices used for cost adjustment during the time liquidated damages are assessed. However, if the industry posted price for asphalt cement goes down, the asphalt-cement cost shall be adjusted downward accordingly.

NOTE

Application of Asphalt Cement Cost Adjustment requirements as indicated above shall apply only to those contracts involving items related to bituminous base and pavements, and with bitumen, having a total of 1,000 tons (1,000 metric tons) or more of hot-mix bid quantity in case of Sections 401, 402 and 403; and 15,000 gallons (60 000 liters) or more in case of Sections 304, 404 and 405.

401580 – RIDE QUALITY OF HOT-MIX PAVEMENT

Description:

The purpose of this Special Provision is to modify Standard Specification Section 401.13 to change the method of determining an acceptable riding surface. This Special Provision replaces the entire existing wording in Section 401.13.

The Contractor shall be responsible for providing smoothness characteristics that will meet the requirements of the Contract. The Contractor shall be responsible for providing equipment, maintenance of traffic (MOT) as required by the Delaware MUTCD, and performing testing in accordance to the processes and procedures set forth in this Special Provision. All costs for testing and MOT shall be incidental to this item. Both the International Roughness Index (IRI) and deviations located within a 10' straightedge are used to characterize smoothness in this Special Provision.

Definitions:

Class 1 Project - a project that is full depth construction based on contract documents and document modifications.

Class 2 Project - a project in which a minimum of two smoothness opportunities are performed based on contract documents and document modifications.

Class 3 Project - a project that only one smoothness opportunity is performed based on contract documents and document modifications.

Deviation – a hump or depression found to exceed the tolerances defined in this Special Provision within a 10' straightedge.

ERD File – a file storing numbers in tabular form for plotting and processing purposes. The ERD file format was developed by the Engineering Research Division of the University of Michigan Transportation Institute (UMTRI).

Full Depth Construction – a project that consists of a hot mix asphalt wearing surface placed on a hot-mix asphalt base / binder course or Portland cement concrete, on an aggregate or asphalt / cement stabilized base structure on existing or prepared subgrade materials or borrow.

Inertial Profiler – a high speed or lightweight device used to measure the pavement profile with an accelerometer to form an inertial reference and a height sensor to measure pavement height relative to that reference.

International Roughness Index (IRI) – a statistic, based on computations from a measured longitudinal profile using a quarter-car simulation, calculated to represent the amount of roughness in a pavement surface.

Rolling Ten Foot Straightedge - a rigid 10' straightedge mounted to measurement wheels and used to indicate both high and low deviations.

Smoothness Opportunity – a smoothness opportunity is roadway milling, placement of a leveling course, in place recycling, or placement of a lift of Hot Mix Asphalt. Full depth reclamation is not considered in this Special Provision as a smoothness opportunity. The final wearing surface is considered one smoothness opportunity.

Equipment:

The Contractor shall have available, at all times during paving operations, an approved 10' straightedge. The Contractor shall also have available a high speed or lightweight inertial profiling system meeting the standards set forth in AASHTO MP-11 that is capable of collecting data in both wheelpaths simultaneously. Data collected using the inertial profiling system shall be used to calculate both IRI and deviation locations using on-board computer software. Deviations, as defined in this Special Provision, shall

be calculated using a rolling 10' straight edge simulation program capable of isolating deviations greater than or equal to 0.25" in 10'. If software is not available to calculate the parameters for a rolling 10' straight edge simulation, the Contractor may be permitted to use, at the Engineer's discretion, a rolling 10' straightedge capable of isolating deviations greater than or equal to 0.25" in 10'.

Documentation Required

Prior to the start of corrective actions (milling, overlaying, recycling, etc.), the Contractor shall provide to the Engineer:

1. Manufacturer, Make, and Model of the test system,
2. Equipment Owner,
3. Relevant Certifications,
4. Manufacturer Calibration Procedures, and
5. Relevant Operator Training information.

Testing cannot take place until the Engineer has received this information and provided approval of the proposed test equipment and MOT plan.

Calibration

Prior to testing, the Contractor shall verify that the inertial profiling equipment is calibrated by following the manufacturer's calibration procedure in the presence of the Engineer. Vertical and longitudinal calibrations shall be performed. The Engineer will provide calibration blocks for the Contractor's use at the time of calibration. If the equipment does not pass the calibration procedure, it will not be permitted for use.

Testing:

Testing of the pavement surface includes measurement and calculation of the IRI parameters and deviations in the longitudinal direction. The Contractor shall notify the Engineer at least three (3) working days prior to data collection for both initial and final testing.

Transverse Deviations / Cross Slope

After final rolling and at the Engineer's discretion, the Contractor shall test the surface of each lift and the final wearing surface for deviations in the transverse direction. The Contractor shall have available at all times, and use appropriately, an approved 10' straightedge to be placed perpendicular to the centerline for checking cross slope. Deviations in the transverse direction shall not equal or exceed 0.25". The discount charge for deviations in the transverse direction is described in Section 'Acceptance and Payment' of this Special Provision. Deviations in the transverse direction shall require corrective actions or will be assessed a deviation discount charge at the discretion of the Engineer.

General Testing Requirements for IRI Data Collection

Data used for calculation of the IRI shall be measured in each wheel path using an approved inertial profiling system. Data collected for IRI calculation shall have longitudinal spacing no greater than 6 inches. Wavelengths exceeding 300 feet shall be removed using long wavelength filters. The International Roughness Index shall be calculated using this data and reported in 0.1 mile (528 foot) segments. Three (3) passes shall be made in each lane and direction requiring testing. The filename given to the data set shall include the contract number, the location number, the lane tested and direction tested. For example, the Eastbound left lane of Contract XX-XXX-XX, Location 1, run 3 shall be named:

XXXXXXXXLoc1LEBr3

Testing shall be performed within seven (7) days of the completion of project paving operations. Areas not subject to IRI testing for all Classes of projects include:

1. 50 feet before the first bridge deck expansion joint to 50 feet after the last expansion joint if the bridge deck is excluded from the HMA overlay.

2. 20 feet longitudinally from the center of an existing obstruction located and visible in the pavement surface such as a manhole or water main. Obstructions located within the test area shall be noted as an event on report printouts using an automated event marking system and should be removed from the calculations prior to report submission.
3. Shoulders, short acceleration and deceleration lanes, and turn lanes less than 1000 feet in length, and median crossovers.

Testing shall be performed in accordance to the following procedures.

1. Clean the roadway path to be measured of all debris and other loose material. Ensure that the roadway surface is dry and free of any standing water.
2. Locate the start of the project limits and mark them to enable automatic start sensors to be activated.
3. Locate the end of the project limits and mark them to enable automatic stop sensors to be activated.
4. Locate any obstructions in the wheelpath / test area and mark them with reflective tape to enable automatic event marking.
5. Establish a pre-test length (150' or the manufacturer's recommended pre-test length, whichever is greater) prior to the start of the project limits.
6. Position the left wheelpath sensor three feet (3') from the left edge marking of each lane tested.
7. Attain a test speed that is within the manufacturers recommendations for the equipment and maintain that test speed throughout the test.

Provide the Department the plot of one profile trace per tested lane and a summary report containing IRI values for each of the three test runs performed in each direction.

Initial Testing, IRI

The original surface for Class 3 projects shall be tested at no cost to the Department prior to performance of any smoothness operations in accordance to the methods and parameters in Section 'General Testing Requirements for IRI Data Collection'. Class 1 and Class 2 projects do not require initial testing. Results from initial testing for Class 3 projects shall be submitted to the Engineer within five (5) working days of test completion in the format specified by the Engineer. Results not received within the allotted time frame will be assessed a charge of \$1,000.00 per day at the Engineer's discretion. Three (3) measurements shall be taken for each lane required to meet this Special Provision. No paving shall be permitted until the Contractor has performed initial testing to the satisfaction of the Engineer.

Final Testing

The final surface, after all smoothness operations have been completed, shall be tested in accordance to Section 'General Testing Requirements for IRI Data Collection'. Results of final testing for all projects shall be submitted to the Engineer within five (5) working days of test completion in the format specified by the Engineer. Results not received within the allotted time frame will be assessed a charge of \$1,000.00 per day at the Engineer's discretion. Three measurements shall be taken for each lane to meet the requirements of this Special Provision.

Final Testing for Excessive Deviations

All paved areas, whether subject to IRI testing or not, must be tested to locate deviations in each wheelpath in the longitudinal direction and in the transverse direction. A deviation is considered to be a hump or depression greater than or equal to 0.25" within 10'. Longitudinal deviations shall be located using data collected by an inertial profiling system and processed through a rolling 10'-straightedge simulation, a rolling 10' straightedge, or a rigid 10' straightedge. Transverse deviations shall be located using a rigid 10' straightedge at the discretion of the Engineer. Testing shall be performed within seven (7) days of the completion of paving.

Quality Assurance Testing:

If the Engineer chooses to perform comparison testing, the Contractor shall provide a lane closure at no cost to the Engineer. The length of the lane closure shall be determined for each project location based on site conditions. The minimum closure shall be 0.25 mile and the maximum closure shall be 1 mile. The lane closure shall be at either end of the project limits and will be determined on a project basis at the Engineer's discretion.

If comparison testing indicates a difference greater than 6 in/mi in IRI measurements per 0.1-mile section, the Contractor and Engineer shall work to resolve the differences. If the differences cannot be resolved the equipment will be rejected for use on the project and all data collected to that point will be deemed invalid for that contract. At that point, the Contractor shall propose an alternative piece of testing equipment for use.

Data Reporting:

Test results shall be provided to the Department within five (5) working days of the completion of testing. Results not received within the allotted time frame will be assessed a charge of \$1,000.00 per day at the discretion of the Engineer.

The Department recognizes that inertial profiler manufacturers use different formats for reporting capabilities. Printouts on 8 1/2" by 11" paper or strip charts are acceptable.

Data collected using the inertial profiling system shall be provided to the Engineer with the following information clearly displayed on the printout:

1. Profiling Company Name
2. Date of Paving
3. Date of Test
4. Parameters used in the calculation
5. Data file name
6. Testing Personnel

A printout of the pavement profile is required for one (1) of the three (3) runs for each lane and direction tested. A summary chart may be submitted for the remaining test runs. If excessive deviations are calculated using inertial profiling data runs submitted for IRI analysis a summary chart shall be submitted as well. The summary chart shall include the station and wheelpath for deviation reporting. If excessive deviations are manually determined (using a rolling ten-foot straightedge or rigid 10' straightedge), the Engineer will be present during testing and will record the data on site.

Inertial profiling systems have the capability of producing ERD files. An ERD file is requested for each run performed and can be submitted electronically (via email) or on external media (CD). More information about the format of ERD files can be obtained through the Engineer.

Acceptance and Payment:

Acceptance of the final pavement will be based on the results of IRI values and the number of deviations. A section that has an IRI value greater than 100.0 in/mi will require corrective actions. Deviations equal to or in excess of 0.25" in 10' shall be corrected at no expense to the Engineer or have a discount charge of \$200.00 per deviation assessed at the discretion of the Engineer.

An IRI number in inches per mile will be used for each 0.1-mile (528 foot) section as the basis for payment of the surface courses designated by each contract. The average value of the three test runs will be used as the IRI value for payment. Payments for each section will be based on estimated tonnage calculated from plan thickness and widths using the average maximum specific gravity ("Rice") value for all surface mix used at that location. If the plan does not indicate the travel lane width, a default value of 12' will be used. The formula used for tonnage estimation is:

$$\text{Estimated Tonnage} = [(L * W * T) * \text{Rice} * 62.4 \text{ (lb ft}^3\text{)} * (0.0005 \text{ tons / 2 in})]$$

where: L = Length Segment (ft.)

W = Width Lane (ft.)
 T = Plan Thickness (in.)

The percentage of improvement for Class 3 projects will be calculated using the following equation:

$$\% \text{ Improvement} = [(Initial \ IRI - Final \ IRI) / Initial \ IRI] * 100$$

The applicable pay adjustments for IRI will be taken from Table A (Class 1 and 2 Projects) and Table B (Class 3 Projects)

$$IRI \ Bonus / Penalty = Estimated \ Tonnage * UP * (PA - 100) / 100$$

where: UP = Contract Hot Mix Unit Price (Dollars)
 PA = Pay Adjustment (Percent)

The total pay adjustment for paving work performed on each location will be:

$$(\sum IRI \ Adj \ for \ each \ section) - Total \ Deviations * 200$$

It will be possible to receive bonus for IRI measurements and a discount charge for excessive deviations on the same project. If a 528' section has an IRI value resulting in a deduction of at least 30% of the section pay (i.e. IRI >100 in/mi), the deviation discount charge for that section is disregarded and the IRI discount charge is the only action taken for that section.

Table A: Payment Adjustments for Class 1 and Class 2 Projects

IRI per 0.1 mile Section (in./mi.)	Payment Adjustments	
	Class 1	Class 2
40.0 and under	103	104
40.1 - 55.0	101	102
55.1 - 65.0	100	101
65.1 - 75.0	99	100
75.1 - 100.0	96	97
>100	70	70

Class 3 projects will be paid based on the percent improvement for each 528' section from the average of the three initial profile traces taken prior to any work action as shown in the Table B.

Table B: Payment Adjustments for Class 3 projects

Percent Improvement from Initial test	Payment Adjustments for Class 3 Projects
> 60.0%	103
45.1 - 60.0%	102
25.1 - 45.0%	101
0 - 25.0%	100
<0%	70

Corrections to the paving surface, such as diamond grinding with approved equipment, patching, or other measures may be taken at the Contractor's expense and at the Engineer's discretion to correct pavement surfaces assessed a discount charge. Areas corrected using these methods will not be eligible for bonus payment, but may be assessed a charge based on the resulting surface after correction. The Engineer reserves the right to require corrective actions such as remove & replace or diamond grinding if the must correct discount charge exceeds 50% of the cost of materials or the IRI exceeds 100 in/mi. The Engineer may also require corrective actions if the deviations are at a height or depth which will create a safety concern on the roadway.

3/9/09

401644 - SUPERPAVE, TYPE C HOT-MIX, 115 GYRATIONS, PG 64-22 (CARBONATE STONE)
401645 - SUPERPAVE, TYPE C HOT-MIX, 160 GYRATIONS, PG 64-22 (CARBONATE STONE)
401646 - SUPERPAVE, TYPE C HOT-MIX, 205 GYRATIONS, PG 64-22 (CARBONATE STONE)

401647 - SUPERPAVE, TYPE B HOT-MIX, 115 GYRATIONS, PG 64-22
401648 - SUPERPAVE, TYPE B HOT-MIX, 160 GYRATIONS, PG 64-22
401649 - SUPERPAVE, TYPE B HOT-MIX, 205 GYRATIONS, PG 64-22

401650 - SUPERPAVE, TYPE C HOT-MIX, 115 GYRATIONS, PG 70-22 (CARBONATE STONE)
401651 - SUPERPAVE, TYPE C HOT-MIX, 160 GYRATIONS, PG 70-22 (CARBONATE STONE)
401652 - SUPERPAVE, TYPE C HOT-MIX, 205 GYRATIONS, PG 70-22 (CARBONATE STONE)

401653 - SUPERPAVE, TYPE B HOT-MIX, 115 GYRATIONS, PG 70-22
401654 - SUPERPAVE, TYPE B HOT-MIX, 160 GYRATIONS, PG 70-22
401655 - SUPERPAVE, TYPE B HOT-MIX, 205 GYRATIONS, PG 70-22

401656 - SUPERPAVE, TYPE C HOT-MIX, 115 GYRATIONS, PG 76-22 (CARBONATE STONE)
401657 - SUPERPAVE, TYPE C HOT-MIX, 160 GYRATIONS, PG 76-22 (CARBONATE STONE)
401658 - SUPERPAVE, TYPE C HOT-MIX, 205 GYRATIONS, PG 76-22 (CARBONATE STONE)

401659 - SUPERPAVE, TYPE B HOT-MIX, 115 GYRATIONS, PG 76-22
401660 - SUPERPAVE, TYPE B HOT-MIX, 160 GYRATIONS, PG 76-22
401661 - SUPERPAVE, TYPE B HOT-MIX, 205 GYRATIONS, PG 76-22

401662 - SUPERPAVE, BITUMINOUS CONCRETE BASE COURSE, 115 GYRATIONS, PG 64-22

401663 - SUPERPAVE, BITUMINOUS CONCRETE BASE COURSE, 160 GYRATIONS, PG 64-22

401664 - SUPERPAVE, BITUMINOUS CONCRETE BASE COURSE, 205 GYRATIONS, PG 64-22

401665 - SUPERPAVE, TYPE C HOT-MIX, 160 GYRATIONS, PG 64-22, PATCHING
401666 - SUPERPAVE, TYPE B HOT-MIX, 160 GYRATIONS, PG 64-22, PATCHING
401667 - SUPERPAVE, BITUMINOUS CONCRETE BASE COURSE, 160 GYRATIONS, PG-64-22, PATCHING

401668 - SUPERPAVE, TYPE C HOT-MIX, 160 GYRATIONS, PG-64-22, WEDGE
401669 - SUPERPAVE, TYPE B HOT-MIX, 160 GYRATIONS, PG-64-22, WEDGE

401704 - SUPERPAVE, TYPE C HOT-MIX, 115 GYRATIONS, PG 64-22, (NON-CARBONATE STONE)

401705 - SUPERPAVE, TYPE C HOT-MIX, 160 GYRATIONS, PG 64-22, (NON-CARBONATE STONE)

401706 - SUPERPAVE, TYPE C HOT-MIX, 205 GYRATIONS, PG 64-22, (NON-CARBONATE STONE)

401707 - SUPERPAVE, TYPE C HOT-MIX, 115 GYRATIONS, PG 70-22, (NON-CARBONATE STONE)

401708 - SUPERPAVE, TYPE C HOT-MIX, 160 GYRATIONS, PG 70-22, (NON-CARBONATE STONE)

401709 - SUPERPAVE, TYPE C HOT-MIX, 205 GYRATIONS, PG 70-22, (NON-CARBONATE STONE)

401710 - SUPERPAVE, TYPE C HOT-MIX, 115 GYRATIONS, PG 76-22, (NON-CARBONATE STONE)

401711 - SUPERPAVE, TYPE C HOT-MIX, 160 GYRATIONS, PG 76-22, (NON-CARBONATE STONE)

401712 - SUPERPAVE, TYPE C HOT-MIX, 205 GYRATIONS, PG 76-22, (NON-CARBONATE STONE)

Description:

The following Subsections of the Standard Specifications shall be applicable: 401.01, 401.03 - 401.10, 401.12, and 401.13. All other subsections have been modified herein.

The Contractor shall read and thoroughly understand the requirements of the QA/QC specification as defined in item 401699. It is the responsibility of the Contractor to determine all costs associated with meeting these requirements and to include them in the per ton bids for the various Superpave bituminous concrete items. The Contractor shall also be aware that the pay adjustment factors in item 401699 will be applied to the Superpave bituminous concrete payments to determine the bonus or penalty for the item.

Materials:

Materials for hot-mix, hot-laid bituminous concrete shall conform to the requirements of Subsections 823.01, 823.05- 823.17, and 823.25 - 823.28 of the Standard Specifications and the following.

Asphalt Binder:

The asphalt binder shall meet the requirements of Superpave PG 64-22, PG 70-22, or PG 76-22 performance grade asphalt, as referenced in the Plans, according to M-320, Table 1 and tested according to AASHTO PP6 with the following test ranges:

TEST PROCEDURE	AASHTO REFERENCE	SPECIFICATION LIMITS
Temperature, °C	M-320	Per Grade
Original DSR, G*/sin (δ)	T-315	1.00 - 2.00 kPa
RTFO DSR, G*/sin (δ)	T-315	2.20 - 5.00 kPa
PAV DSR, G*/sin (δ)	T-315	1400 - 5000 kPa
BBR Creep Stiffness	T-313	90.0 - 300.0 kPa
BBR — value	T-313	0.300 - 0.440

Substitution of a higher temperature grade will require prior approval by the Engineer.

Recycled Materials:

The percentage allowance of recycled materials (recycled asphalt pavement and/or shingles) shall be controlled through the use of the Materials & Research recycled mixture program available through the Materials & Research Section. The program can be used by the Contractor to determine which materials and combinations of materials can be used to meet the specified material on the contract.

If the Contractor proposes to use a combination of materials that are not covered by this program, the mix design shall be submitted and reviewed by the Engineer.

Shingles:

Only shingles reclaimed from shingle manufacturers such as tabs, punch-outs, and damaged new shingles shall be allowed in the mixture. Post-consumer shingles or used shingles shall not be permitted in the mixture and all shingles shall be free of all foreign material and moisture. Fiberglass-backed and organic felt-backed shingles shall be kept separately and both materials shall not be used in the same mixture at the same time. The shingles shall be broken down in the mixing process with 100% passing the ½ in (12.5 mm) sieve. Shipping, handling, and shredding costs are incidental to the price of Superpave item.

Mineral Aggregate:

The mineral aggregate employed in the target gradation of the job mix formula (JMF) shall conform to Section 805 and the following criteria. These criteria apply to the combined aggregate blend.

DESIGN ESAL'S (MILLIONS)	COARSE AGGREGATE ANGULARITY ¹ (% MIN)		FINE AGGREGATE ANGULARITY ² (% MIN)		CLAY CONTENT ³ (% - MIN)	FLAT AND ELONGATED ⁴ (% - MAX)
	≤ 100 MM	> 100 MM	≤ 100 MM	> 100 MM		
< 0.3	55/-	-/-	-	-	40	-
0.3 to < 3	75/-	50/-	40	40	40	10
3 to < 10	85/80 ⁵	60/-	45	40	45	
10 < 30	95/90	80/75	45	40	45	
≥ 30	100/100	100/100	45	45	50	

¹Coarse Aggregate Angularity is tested according to ASTM D5821.

²Fine Aggregate Angularity is tested according to AASHTO TP-33.

³Clay Content is tested according to AASHTO T176.

⁴Flat and Elongated is tested according to ASTM 4791 with a 5:1 aspect ratio.

⁵ 85/80 denotes that 85% of the coarse aggregate has one fractured face and 80% has two or more fractured faces.

The following source properties apply to the individual aggregates in the aggregate blend for the proposed JMF.

TEST METHOD	SPECIFICATION LIMITS
Toughness, AASHTO T96 Percent Loss, Maximum	40
Soundness, AASHTO T104 Percent Loss, Maximum for five cycles	20
Deleterious Materials, AASHTO T112 Percent, Maximum	10
Moisture Sensitivity, AASHTO T283 Percent, Minimum	80

For any roadway with a minimum average daily traffic volume (ADT) of 8000 vehicles and a posted speed of 35 mph (60 kph) or greater, the polish value of the composite aggregate blend shall be greater than 8.0 when tested according to Maryland State Highway Administration MSMT 411 – “Laboratory Method of Predicting Frictional Resistance of Polished Aggregates and Pavement Surfaces.” RAP shall be assigned a value of 4.0. The Contractor shall supply all polish values to the Engineer upon request.

Mineral Filler:

The mineral filler shall conform to AASHTO M17.

Mixture Requirements:

Mix Design. Develop and submit a job mix formula for each mixture according to AASHTO R35. Each mix design shall be capable of being produced, placed, and compacted as specified.

Gradation: The FHWA Superpave 0.45 Power Chart with the recommended restricted zone shall be used to define permissible gradations for the specified mixture. Type C shall be either a No.4 (4.75 mm), 3/8” (9.5 mm), or 1/2” (12.5 mm) Nominal Maximum Aggregate Size Hot-Mix. Unless otherwise noted in the Plans, the Type C shall meet the 3/8” (9.5 mm) Nominal Maximum Aggregate Size. Type B Hot-Mix shall be the 3/4” (19.0 mm) Nominal Maximum Aggregate Size and the Bituminous Concrete Base Course (BCBC) shall be the 1” (25.0 mm) Nominal Maximum Aggregate Size. Target values for percent passing each standard sieve for the design aggregate structure shall comply with the Superpave control points and should avoid the

restricted zone. Percentages shall be based on the washed gradation of the aggregate according to AASHTO T11.

In addition to the results of the material requirements specified above, the following material properties shall be provided by the contractor: bulk specific gravity G_{sb} , apparent specific gravity G_{sa} , and the absorption of the individual aggregate stockpiles to be used, tested according to AASHTO T84 and AASHTO T85 and reported to three decimal places along with the specific gravity of the mineral filler to be used, tested according to AASHTO T100 and reported to three decimal places.

Superpave Gyratory Compactive (SGC) Effort:

The Superpave Gyratory Compaction effort employed throughout mixture design, field quality control, or field quality assurance shall be as indicated below. All mixture specimens tested in the SGC shall be compacted to N_M Height data provided by the SGC shall be employed to calculate volumetric properties at N_I , N_D , and N_M

Superpave Gyratory Compactive (SGC) Effort:

DESIGN TRAFFIC LEVEL (MILLION ESAL'S)	$N_{INITIAL}$	N_{DESIGN}	$N_{MAXIMUM}$
0.3 to < 3	7	75	115
3 to < 30	8	100	160
≥ 30	9	125	205

Volumetric Design Parameters. The design aggregate structure at the target asphalt cement content shall satisfy the volumetric criteria below:

DESIGN ESAL'S (MILLION)	REQUIRED DENSITY (% OF THEORETICAL MAXIMUM SPECIFIC GRAVITY)			VOIDS-IN-MINERAL AGGREGATE (% - MINIMUM) NOMINAL MAX. AGGREGATE (MM)					VOIDS FILLED WITH ASPHALT (% - MINIMUM)
	$N_{INITIAL}$	N_{DESIGN}	N_{MAX}	25.0	19.0	9.5	12.5	4.75	
0.3 to < 3	≤ 90.5								65.0 - 78.0
3 to < 10	≤ 89.0	96.0	≤ 98.0	12.5	13.5	15.5	14.5	16.5	65.0 - 75.0 ¹
10 < 30									
≥ 30									

Air voids (V_a) at N_{design} shall be 4.0% for all ESAL designs. Air voids (V_a) at N_{max} shall be a minimum of 2.0% for all ESAL designs

The dust to binder ratio for the mix having aggregate gradations above the Primary Control Sieve (PCS) Control Points shall be 0.6-1.2. For aggregate gradations below the PCS Control Points, the dust to binder ratio shall be 0.8-1.6. For the No. 4 (4.75 mm) mix, the dust to binder ratio shall be 0.9-2.0 whether above or below the PCS Control Points.

For 3/8" (9.5 mm) Nominal Maximum Aggregate Size mixtures, the specified VFA range shall be 73.0% to 76.0% and for 4.75 mm Nominal Maximum Size mixtures, the range shall be 75 % to 78% for design traffic levels ≥ 3 million ESALs.

Gradation Control Points:

The combined aggregates shall conform to the gradation requirement specified in the following table when tested according to T-11 and T-27.

Nominal Maximum Aggregates Size Control Points, Percent Passing										
	25.0 MM		19.0 MM		12.5 MM		9.5 MM		4.75 MM	
SIEVE SIZE	MIN	MAX	MIN	MAX	MIN	MAX	MIN	MAX	MIN	MAX
37.5 MM	100	-	-	-	-	-	-	-	-	-
25.0 MM	90	100	100	-	-	-	-	-	-	-
19.0 MM	-	90	90	100	100	-	-	-	-	-
12.5 MM	-	-	-	90	90	100	100	-	100	-
9.5 MM	-	-	-	-	-	90	90	100	95	100
4.75 MM	-	-	-	-	-	-	-	90	90	100
2.36 MM	19	45	23	49	28	58	32	67	-	-
1.18 MM	-	-	-	-	-	-	-	-	30	60
0.075 MM	1	7	2	8	2	10	2	10	6	12

Note: The aggregate's gradation for each sieve must fall within the minimum and maximum limits.

Gradation Classification:

The Primary Control Sieve (PCS) defines the break point of fine and coarse mixtures. The combined aggregates shall be classified as coarse graded when it passes below the Primary Control Sieve (PCS) control point as defined below. All other gradations shall be classified as fine graded.

PCS CONTROL POINT FOR MIXTURE NOMINAL MAXIMUM AGGREGATES SIZE (% PASSING)					
Nominal maximum Aggregates Size	25.0 mm	19.0 mm	12.5 mm	9.5 mm	4.5 mm
Primary Control Sieve	4.75 mm	4.75 mm	2.36 mm	2.36 mm	1.18 mm
PCS Control Point	40	47	39	47	30-60

Plant Production Tolerances:

Volumetric Property	Superpave Criteria
Air Voids (V_a) at (%) N_m Air Voids (V_a) at N_{design} (%)	2.0 (min) 5.5 (max)
Voids in Mineral Aggregate (VMA) at N_{design} 25.0 mm Bituminous Concrete Base Course 19.0 mm Type B Hot-Mix 12.5 mm Type C Hot-Mix 9.5 mm Type C Hot-Mix 4.5 mm Type C Hot-Mix	-1.2 +2.0

Design Evaluation:

The contractor shall furnish a Job Mix Formula (JMF) for review and approval. The Engineer may elect to evaluate the proposed JMF and suitability of all materials. All materials requested by the Engineer shall be provided at the contractor's expense to the Central Laboratory in Dover in a timely manner upon request. To verify the complete mixture design and evaluate the suitability of all materials, the following approximate quantities are required:

5.25 gal (20 liters) of the asphalt binder;

0.13 gal (0.5 liters) sample of liquid heat-stable anti-strip additive;
254 lb. (115 kg) of each coarse aggregate;
154 lb. (70 kg) of each intermediate and fine aggregate;
22 lb. (10 kg) of mineral filler; and
254 lb. (115 kg) of RAP, when applicable.

The proposed JMF shall include the following:

Plot of the design aggregate structure on the FHWA Superpave 0.45 power chart showing the maximum density line, Superpave control points, and recommended restricted zone.

Plot of the three trial asphalt binder contents at +/- 0.5% gyratory compaction curves where the percent of maximum specific gravity (% of G_{mm}) is plotted against the log base ten of the number of gyrations ($\log(N)$) showing the applicable criteria for N_i , N_d , and N_m .

Plot of the percent asphalt binder by total weight of the mix (P_b) versus the following:

% of G_{mm} at N_d , VMA at N_d , VFA at N_d , Fines to effective asphalt binder (P_{be}) ratio, and unit weight (kg/m^2) at both N_d and N_m .

Summary of the consensus property standards test results for the design aggregate structure, summary of the source property standards test results for the individual aggregates in the design aggregate structure, target value of the asphalt binder content, and a table of G_{mm} of the asphalt mixture for the four trial asphalt binder contents determined according to AASHTO T209.

The JMF shall also include the NCAT Ignition Oven calibration for the specific materials utilized for this mix.

Construction.

Weather Limitations. Place mix only on dry, unfrozen surfaces and only when weather conditions allow for proper production, placement, handling, and compacting.

Compaction:

Compaction shall be tested and paid per Item 401699 - Quality Control/Quality Assurance of Bituminous Concrete .05 (b) Pavement Construction - Tests and Evaluations.

Method of Measurement and Basis of Payment:

Method of Measurement and Basis of Payment will be in accordance with Subsections 401.14 and 401.15 of the Standard Specifications.

The item 401699, will define adjustment factor to be applied to the bituminous concrete payments for bonus or penalty.

1/06/2010

401696 - ENTRANCE, DRIVEWAY AND INTERSECTING STREET PAVING SURCHARGE

Description:

This item will only be considered for areas adjacent to the roadway paving that cannot be completed as part of the mainline roadway and auxiliary lane operation. The limits shall be from the outermost roadway element to the point of tie-in of the entrance, driveway, or intersecting street as directed by the Engineer.

It is the intent of this item to compensate the Contractor for the extra work involved when it is necessary for the paving operation to return to complete tie-in's to entrances, driveways and intersecting streets when such work cannot be completed as part of the mainline (roadway, auxiliary lane, shoulder) paving.

When the tie-in to an entrance or driveway is limited to within 3 feet (0.9 meters) of the outermost roadway element, the Contractor shall be expected to complete the tie-in as part of the normal paving operation with paver extensions. No surcharge will be considered.

When the tie-in is greater than 3 feet (0.9 meters) pave extensions will not be used during the mainline paving. The dimensions of the surcharge area will be from the edge of the roadway to the tie-in point. The contractor is to pave this entire area using the paver. The minimum length of the tie-in for side streets will be to the radius point unless otherwise noted on the Plans or directed by the Engineer.

No surcharge will be paid for paving auxiliary lanes and crossovers in the median of divided highways.

Method of Measurement:

The quantity of entrance, driveway and intersecting street paving for surcharge payment will be actual number of tons (metric tons) of hot-mix placed in entrances, driveways and intersecting streets as described in this item.

Basis of Payment:

The quantity of entrance, driveway and intersecting street paving, for surcharge payment will be paid for the Contract unit price per ton (metric ton). Price and payment will constitute full compensation for the additional labor and equipment costs involved with the reduced production caused by such work.

Note:

This item is intended for use on Pave & Rehab Contracts, CTF Contracts and South CTF (numbered road) Contracts only.

1/21/08

401699 - QUALITY CONTROL/QUALITY ASSURANCE OF BITUMINOUS CONCRETE

.01 Description.

This item shall govern the Quality Control/Quality Assurance Testing for supplying hot-mix asphalt plant materials and constructing hot-mix asphalt pavements.

The Contractor shall be responsible for providing the quality level of materials and construction incorporated into the Contract that will meet the requirements of the Contract. The Contractor shall perform all necessary quality control inspection, sampling, and testing. The Engineer will evaluate all materials and construction for acceptance. The procedures for Quality Control and Acceptance are described in this Section.

.02 Definitions.

- **Acceptable Quality Level (AQL):** That level of percent within limits (PWL) to which the Engineer will consider the work completely acceptable.
- **Acceptance Plan:** Factors that comprise the Engineer's determination of the degree of compliance with contract requirements and value of the product. These factors include the Engineer's sampling, testing, and inspection.
- **Delaware Asphalt Pavement Association (DAPA):** The organization representing the interests of hot-mix asphalt producers and Contractors. The Engineer has a copy of the DAPA officers' names and point(s) of contact.
- **Dispute Resolution:** The procedure used to resolve conflicts resulting from discrepancies between the Engineer's and the Contractor's results of sufficient magnitude to impact payment. The testing will take place at a location and time mutually agreeable by both the Engineer and the Contractor.
- **Full Depth Construction** – Construction of an adequate pavement box on a subgrade and subbase prepared by the contractor
- **Independent Assurance:** An unbiased and independent verification of the Quality Assurance system used, and the reliability of the test results obtained in regular sampling and testing activities. The results of Independent Assurance are not to be directly used as a basis of material acceptance.
- **Job Mix Formula (JMF)/Mixture Identification (ID):** The target values for individual aggregate size gradation percentages and the asphalt percentage, the sources of each of the component materials, the proposed proportions of component materials to be used to meet those target values, the asphalt proportion, and the mixing temperature. The Engineer will assign uniquely individual mixture identification for each JMF submitted and approved.
- **Lower Quality Index (QL):** The index reflecting the statistic related to the lower boundary to which a sample (or sample statistic) may deviate from the target value and still be considered acceptable.
- **Mean:** A statistical measure of the central tendency – the average value.
- **Operational Day:** A day in which the Engineer has approved a lane closure for the Contractor to perform work within an approved MOT plan.
- **Percent Within Limits (PWL):** That amount of material or workmanship that has been determined, by statistical method, to be within the pre-established characteristic boundary(ies).
- **Qualified Laboratory:** A laboratory mutually agreed upon by both DAPA and the Engineer as having proper test equipment that has been calibrated in accordance to AASHTO.
- **Qualified Technician:** Personnel mutually agreed upon by both DAPA and the Engineer as having adequate training, experience, and abilities to perform the necessary testing. The minimum qualifications are either a recognized nationally accredited or certified Superpave testing certificate or been working in hot-mix asphalt testing for at least one year.
- **Quality Assurance (QA):** All those planned and systematic actions necessary to provide adequate confidence that a product or service will satisfy given requirements for quality.
- **Quality Control (QC):** The sum total of the activities performed by the Contractor in order to assure that the product meets contract requirements.
- **Quality Control (QC) Plan:** The detailed description of the type and frequency of inspection, sampling, and testing deemed necessary to measure and control the various properties governed by the Specifications. The QC Plan must address the actions needed to keep the process in control, detect when the process is going out of control, and responses to correct the situation(s).

- **Quality Level Analysis:** A statistical procedure that provides a method for estimating the percentage of each lot or subplot of material, product, item of construction, or completed construction that may be expected to be within specified tolerances.
- **Standard Deviation:** A term used in statistics to indicate the value calculated from the square root of the difference between the individual measurements in a group and their average. Standard deviation is calculated by taking the square root of the sum of the squares of the differences of each of n values and the mean value, this sum first divided by (n-1).
- **Target Value:** The acceptable value for a controlling characteristic of a product. The JMF will establish each of these values for the material.
- **Test Methods:** Shall be AASHTO test methods. Copies of these test methods shall be available at each qualified laboratory.
- **Upper Quality Index (QU):** The index reflecting the statistic related to the upper boundary to which a sample (or sample statistic) may deviate from the target value and still be considered acceptable.
- **Volumetric Properties:** Air voids, voids in mineral aggregates (VMA), voids filled with asphalt (VFA), and dust to effective asphalt.

.03 Equipment.

(a) Material Production Test Equipment.

The Contractor shall establish, maintain, and operate a qualified testing laboratory at the production plant site of sufficient size and layout that will accommodate the testing operations of both the Contractor and the Engineer. The Contractor shall maintain all the equipment used for handling, preparing, and testing materials in proper operating condition. For any laboratory equipment malfunction, the Contractor shall remedy the situation within one working day or the Engineer may reject production. In the case of an equipment malfunction, and while waiting for repairs to equipment, the Engineer may elect to test the material at either another production facility or the Engineer's laboratory to obtain payment factors.

The following shall be the minimum calibrations for the referenced equipment:

- SUPERPAVE^R Gyratory Compactor: once every year; verified once every month by the Engineer.
- Ovens: once every three months, verified once every month.
- Vacuum Container and Gauge (Rice Bowls): once every three months, verified once every month.
- Balances and Scales: once every year, verified once every month.
- Thermometers: once a year; verified once every month.
- Gyratory Compactor molds and base plates: once every year
- Mechanical Shakers: once every year
- Sieve Verifications: once every year

All calibrations shall be documented and on file for review by the Engineer at any time.

(b) Pavement Construction Test Equipment.

The Contractor shall furnish and use in-place density gauges, or coring equipment, or both, as necessary to meet the requirements of these Specifications.

.04 Quality Control (QC) Plan.

(a) Material Production QC.

(1) Job Mix Formula – Material Production.

The Contractor shall submit for approval to the Engineer the job mix formula (JMF) design of the component materials and target characteristic values for each mixture proposed for use. Once the JMF is submitted to the Engineer, the Engineer will have up to three weeks to review the submitted information. However, a provision for a more timely approval is available to the Contractor; first, the Contractor shall submit the proper documentation on Pinepave mixture design software for the Engineer's approval. After that approval from the Engineer, the Contractor shall produce the new mixture for a non-Department project. The Engineer will test the material, by taking three series per the specifications. If the Engineer's test results are within the specifications, then the mixture will be approved by the Engineer for Department projects.

The component materials design shall include designating the source and the expected proportion (within 1 percent for the aggregate components, and within 0.1 percent for the other components) of each component to be used in order to produce workable hot-mix asphalt having the specified properties. For plant component feed adjustments, RAP can be considered in the same manner as an individual aggregate component. The JMF target characteristic values include the mixing temperature range, core temperature range for gyration, the percentage of the asphalt cement component (both total and virgin), and the percentages of the aggregate amounts retained on the sieves to be addressed by the JMF as shown in Table 1.

The Contractor shall provide an ignition oven correction number for each JMF. The Contractor shall also supply to the Engineer weighed material of each JMF so correction numbers can be established for the Engineer's equipment for Dispute Resolution samples.

Prior to starting production of a new mixture, the Contractor shall submit a JMF. For any mixture that has a 20% or greater failure rate on any combined volumetric criteria, the JMF will not be approved for use on Department contracts. In order to be approved, a re-design of the mixture will have to be completed by the Contractor for review and approval by the Engineer. The Contractor shall uniquely title each JMF. The Contractor shall submit test data with each JMF and tests performed by a Qualified Laboratory on representative materials, verifying the adequacy of the design. Refer to the specifications for each mix type in order to determine the design requirements. The JMF sieve percentage values shall conform to the ranges shown in Table 1.

If there is a change in the source of any of the component materials, other than asphalt, if there is a change in the proportions of the aggregate components or the percent passing for each sieve by more than 5 percent from the submitted JMF, or if there is a change in the percentage of the asphalt cement component by 0.2 percent or more, which causes the volumetrics to change from the originally submitted JMF, a new JMF is required. Also, if the asphalt cement target percentage is lowered, all volumetric criteria must still be achieved.

According to the Contractor's QC Plan, the Contractor shall inform the Engineer of any proposed changes to an existing JMF. The Contractor shall notify the Engineer by electronic mail of the proposed changes. The Engineer will reply to the proposed changes within one operational day and notify the Contractor of the effective date of the changes.

Although a new JMF is not required, the Contractor must notify the Engineer of any change in the proportions of the components. This notification shall include the total change made from the approved JMF proportions, and the effective time of the change.

All submitted JMF's shall correspond to the Pinepave mixture design software. The Engineer, for evaluation of the submitted JMF, will use the first three test samples. These test results acquired during production shall be within the following range compared to the submitted JMF on the Pinepave mixture design software: G_{mm} : + / - 0.030 and G_{mb} : + / - 0.040

Table 1 - Aggregate Gradation - JMF and Control Point Information

Sieves to be addressed by JMF/Range values are percentages passing by weight										
Sieve Size mm (inch)	4.75 mm	4.75mm Range	9.5 mm	9.5mm Range	12.5 mm	12.5mm Range	19.0 mm	19.0mm Range	25.0 mm	25.0mm Range
37.5(1.5)	No		No		No		No		Yes	100
25.0(1.0)	No		No		No		Yes	100	Yes	90-100
19.0 (3/4)	No		No		Yes	100	Yes	90-100	Yes	20-90
12.5(1/2)	Yes	100	Yes	100	Yes	90-100	Yes	23-90	Yes	
9.5 (3/8)	Yes	95-100	Yes	90-100	Yes	28-90	Yes		Yes	
4.75(#4)	Yes	90-100	Yes	32-90	Yes		Yes		Yes	
2.36(#8)	Yes		Yes	32-67	Yes	28-58	Yes	23-49	Yes	19-45

Table 1 - Aggregate Gradation - JMF and Control Point Information										
Sieves to be addressed by JMF/Range values are percentages passing by weight										
Sieve Size mm (inch)	4.75 mm	4.75mm Range	9.5 mm	9.5mm Range	12.5 mm	12.5mm Range	19.0 mm	19.0mm Range	25.0 mm	25.0mm Range
(#16)	Yes	30-60	Yes		Yes		Yes		Yes	
(#30)	Yes		Yes		Yes		Yes		Yes	
(#50)	Yes		Yes		Yes		Yes		Yes	
(#100)	Yes		Yes		Yes		Yes		Yes	
.075(#200)	Yes	6-12	Yes	2-10	Yes	2-10	Yes	2-8	Yes	1-7

(2) Process Control – Material Production.

The Contractor shall submit in writing (letter or electronic mail) a QC Plan from each proposed production plant to the Engineer; no hot-mix asphalt material will be accepted until the Engineer approves the QC Plan. This plan must be submitted to the Engineer on an annual basis for review and approval prior to material production. The Engineer will send a signed copy back to the Contractor stating that it is approved. The approved QC Plan shall govern contractor operations.

The following are considered significant violations to the Contractor’s QC Plan:

- Using testing equipment that is knowingly out of calibration or is not working properly.
- Reporting false information such as test data, JMF information, or any info requested by DelDOT
- When the Contractor fails to comply to their approved QC Plan in reference to materials testing
- Substantial deviations to AASHTO or DelDOT procedures when running tests, sampling stockpiles, or testing hot mix.
- The use of any material not listed in the JMF.
- The use of the wrong PG graded asphalt.
- If samples fall within the Contractors action points in the QC Plan but the Contractor fails to take the corrective action in the approved QC Plan

If a Contractor is found in violation of any of these items, they will receive a written warning for their first violation. If the Contractor is found in violation a second time on any of the criteria, they will forfeit any bonus from that day’s production. If the Contractor is found in violation a third time on any of the criteria, they will receive a five percent (5%) deduction for that day’s production. If the Contractor is found in violation a fourth time, the plant will not be approved for production until such time that the Contractor addresses the violation of the QC plan to the satisfaction of the Engineer. If the Engineer approves the changes in advance, the Contractor may make changes to the QC Plan. All changes shall be submitted and approved in writing by the Engineer.

The QC Plan shall include actions that will assure all materials and products will conform to the specifications, whether manufactured or processed by the Contractor, or procured from suppliers, subcontractors, or vendors. The Contractor shall perform the inspection and tests required to substantiate product conformance to contract requirements. The Contractor shall document QC inspections and tests, and provide copies to the Engineer when requested. The Contractor shall maintain records of all inspections and tests for at least one year. The records shall include the date, time, and nature of deficiency or deficiencies found; the quantities of material involved until the deficiency was corrected; and the date, time, and nature of corrective actions taken.

In the QC Plan, the Contractor shall detail the type and frequency of inspection, sampling, and testing deemed necessary to measure and control the various properties of material and construction governed by the Specifications. The QC Plan shall include the following elements as a minimum:

- Production Plant – make, type, capacity, and location.
- Production Plant Calibration – components and schedule; address documentation.
- Personnel – include name and telephone number for the following individuals:
 - Person responsible for quality control.
 - Qualified technician(s) responsible for performing the inspection, sampling, and testing.
 - Person who has the authority to make corrective actions on behalf of the Contractor.
- Testing Laboratory – state the frequency of accuracy checks and calibrations of the equipment used for testing; address documentation.
- Locations where samples will be obtained and the sampling techniques for each test
- Load number of QC samples (1-10 if QA sample is not within trucks 1-10)
- Tests to be performed and their normal frequency; the following, at a minimum, shall be conducted:
 - Mixture Temperature: each of the first five trucks, and each load that is sampled for QC or acceptance testing.
 - Gradation analysis of aggregate (and RAP) stockpiles – one washed gradations per week for each aggregate stockpile; RAP: five gradations and asphalt cement contents for dedicated stockpiles where new material is not being added; one gradation and asphalt cement content test per week for stockpiles where material is continually being added to the stockpile.
 - Gradation analysis of non-payment sieves
 - Dust to effective asphalt calculation
 - Moisture content analysis of aggregates – daily.
 - Gradation analysis of the combined aggregate cold feed – one per year per mixture.
 - Bulk specific gravity and absorption of blended material – one per year per mixture.
 - Ignition Oven calibration – one per year per mixture.
 - Hot-Bins: one per year per mixture.
 - Others, as appropriate.
- Procedures for reporting the results of inspection and tests (include schedule).
- Procedures for dealing with non-compliant material or work.
- Presentation of control charts. The Contractor shall plot the results of testing on individual control charts for each characteristic. The control charts shall be updated within one working day as test results for each subplot become available. The control charts shall be easily and readily accessible at the plant laboratory. The following parameters shall be plotted from the testing:
 - Asphalt cement content.
 - Volumetrics (air voids, voids in mineral aggregates [VMA])
 - Gradation values for the following sieves:
 - 4.75 mm (#4).
 - 2.36 mm (#8).
 - 0.075 mm (#200).
- Operational guidelines (trigger points) to address times when the following actions would be considered:
 - Increased frequency of sampling and testing.
 - Plant control/settings/operations change.
 - JMF adjustment.
 - JMF change (See Section .04(a)(1)).
 - Change in the source of the component materials.
 - Calibration of material production equipment (asphalt pump, belt feeders, etc.).
 - Rejection of material.

When any point of non-compliance with the QC plan, or material not meeting the Specifications, comes to the attention of either the Contractor or the Engineer, the other party shall be notified immediately, and the Contractor shall take appropriate corrective actions. Failure to take corrective actions immediately shall be cause for rejection of material or work by the Engineer.

(b) Pavement Construction – Process Control.

The Contractor shall perform Quality Control of pavement compaction by testing in-place pavement with a density gauge or by testing cores extracted from the pavement. The use of the nuclear density gauge

shall conform to ASTM D2950; the use of other density gauges shall be as per the manufacturer's recommendations and approved by the Engineer. The Contractor may use any method to select locations for the Quality Control.

.05 Acceptance Plan.

(a) Material Production – Tests and Evaluations.

The Engineer will conduct acceptance tests. The Engineer will directly base acceptance on the acceptance test results, the asphalt cement quality, the Contractor's QC Plan work, and the comparisons of the acceptance test results to the QC test results. The Engineer may elect to utilize test results of the Contractor in some situations toward judging acceptance. All acceptance tests shall be performed by qualified technicians at qualified laboratories following AASHTO or DelDOT procedures, and shall be evaluated using Quality Level Analysis.

The Contractor shall supply, capture, and mark samples, as directed, from delivery trucks before the trucks leave the production plant. The sample shall represent the material produced by the Contractor, and shall be of sufficient size to allow the Engineer to complete all required acceptance tests. The Engineer will direct the Contractor when to capture these samples, on a statistically random, unbiased basis, established before production begins each day based upon the anticipated production tonnage. The captured sample shall be from the Engineer specified delivery truck; if the Contractor visually observes the specified delivery truck sample and does not want this sample to be sampled and tested for acceptance, that delivery truck will not be sent to a Department project. The next visually acceptable delivery truck to the Contractor shall be sampled for acceptance testing.

The first sample of the production day will be randomly generated by the Engineer between loads 0 and 12 (0-250 tons). Subsequent samples will be randomly generated by the Engineer on 500-ton sub-lots for the production day. Unacceptable samples may be a basis for rejection of material if the QC plan is not followed as approved for sample retrieval. If the Contractor wishes to perform parallel tests with the Engineer, or to capture samples to be retained for possible Dispute Resolution, each of the samples for these purposes shall be obtained at the same time and location as the acceptance test sample. Either splitting a large sample or getting multiple samples that equally represent the material is acceptable. The Engineer will perform all splitting and handling of samples after they are obtained by the Contractor.

The Engineer will evaluate and accept the material on a lot basis. All the material within a lot shall have the same JMF (mixture ID). The lot size shall be targeted for 2000 tons or a maximum period of three days, whichever is reached first. If the 2000th ton target lot size is achieved during a production day, the lot size shall extend to the end of that production day. The Contractor may interrupt the production of one JMF in order to produce different material; this type of interruption will not alter the determination of the size or limits of material represented by a lot. The Engineer will evaluate each lot on a subplot basis. The size for each subplot shall be 100 to 500 tons and testing for the sub lots will be completed on a daily basis. For each subplot, the Engineer will evaluate one sample.

The target size of sub-lots within each lot, except for the first sample of the production day, is equal-sized 500 ton sub lots and will be based upon anticipated production, however, more or fewer sublots, with differing sizes, may result due to the production schedule and conditions. If the actual production is less than anticipated, and it's determined a sample will not be obtained (based upon the anticipated tonnage), a new sample location will be determined on a statistically random, unbiased basis based upon the new actual production. If the actual production is going to be 50 tons or greater over the anticipated sub lot production, a new sample location will be determined on a statistically random, unbiased basis based upon the new actual production. The Engineer will combine the evaluation and test results for all of the applicable sublots in order to evaluate each individual lot.

If the Engineer is present, and the quantity exceeds 25 tons, a statistically random sample will be used for analysis. When the anticipated production is less than 100 tons and greater than 25 tons, and the Engineer is not present, the contractor shall randomly select a sample using the Engineer's random location program. The captured sample shall be placed in a suitable box, marked to the attention of the Engineer, and submitted to the Engineer for testing. A box sample shall also be obtained by the contractor at the same time and will be used as the Dispute Resolution sample if requested by the Engineer. The contractor shall also obtain one liquid asphalt sample (1 pint) per grade of asphalt used per day and properly label it with all pertinent information.

The Engineer will conduct the following tests in order to characterize the material for the pavement compaction quality, and to judge acceptance and the pay adjustment for the material:

- AASHTO T312 – Preparing a mixture samples using a gyratory compactor.
- AASHTO T166, Method C (Rapid Method) – Bulk specific gravity of compacted samples.
- AASHTO T308 – Asphalt cement content.
- AASHTO T30 – Aggregate gradations, using samples from the asphalt cement content test.
- AASHTO T209 – Theoretical maximum specific gravity.
- ASTM Provisional Test Method – Rapid Drying of Compacted and Loose Bituminous Asphalt Specimens using Vacuum Drying Method

(b) Pavement Construction – Tests and Evaluations.

The Engineer will directly base acceptance on the compaction acceptance test results, and on the inspection of the construction, the Contractor's QC Plan work, ride smoothness as referenced in the contract documents, lift thickness as referenced in the contract documents, joint quality as referenced in the contract documents, surface texture as referenced in the contract documents, and possibly the comparisons of the acceptance test results to the independent test results. For the compaction acceptance testing, the Engineer will sample the work on a statistically random basis, and will test and evaluate the work using lots.

Prior to paving a road segment, the Contractor shall notify the Engineer of any locations within that road segment that may not be suitable to achieve minimum (93%) compaction due to existing conditions. The Contractor shall schedule and hold a meeting in the field with the Engineer in order to discuss all areas that may potentially be applicable to Table 5a before paving starts. Areas that will be considered for Table 5a will be investigated in accordance to the method described in Appendix B. If this meeting is not held prior to paving, no areas will be considered for Table 5a. Areas of allowable exemptions that will not be cored include the following: partial-depth patch areas, driveway entrances, paving locations of less than 100 tons, areas around manholes and driveway entrances, and areas of paving that are under 400 feet in continuous total length and/or 5 feet in width.

The exempt areas around manholes will be a maximum of 4 feet transversely on either side from the center of the manhole, and 20 feet longitudinally on either side from the center of the manhole. The exempt areas around driveway entrances shall be the entire width of the driveway, and 3 feet from the edge of the longitudinal joint next to the driveway. Areas of exemption that will be cored for informational purposes only shall include: areas where the mat thickness is less than three times the nominal maximum aggregate size as directed by the Engineer, violations of Section 401.08 in the Standard Specifications as directed by the Engineer, and areas shown to contain questionable subgrade properties as proven by substantial yielding under a fully legally loaded truck. Failure to obtain core samples in these areas will result in zero payment for compaction regardless of the exempt status.

The Engineer will evaluate and accept the compaction work on a daily basis. Payment for the compaction will be calculated by using the material production lots as referenced in **.05 Acceptance Plan (a) Material Production – Tests and Evaluation** and analyzing the compaction results over the individual days covered in the material production lot. The compaction results will be combined with the material results to obtain a payment for this item.

The minimum size of a compaction lot shall be 100 tons. If the compaction lot is between 101 and 1000 tons, the Engineer shall randomly determine four compaction acceptance test locations. If the compaction lot is between 1001 and 1500 tons, the Engineer shall randomly determine six compaction acceptance test locations. If the compaction lot is between 1501 and 2000 tons, the Engineer shall randomly determine eight compaction acceptance test locations. If the compaction lot is greater than 2000 tons, the Engineer shall randomly determine two compaction acceptance test locations per 500 tons.

If a randomly selected area falls within an Engineer approved exemption area, the Engineer will select one more randomly generated location to be tested per the requirements of this Specification. If that cannot be accomplished, or if an entire location has been declared exempt, the compaction testing shall be performed as per these Specifications but a note will be added to the results that the location was an Engineer approved exempt location.

Testing locations will be a minimum of 1.5 feet from the newly placed longitudinal joint and 50 feet from a new transverse joint. If the Contractor chooses to cut companion cores, they shall be located within

one foot of the Engineers cores along the longitudinal direction and in-line with the Engineers cores in the longitudinal plane.

Exactly at the locations marked by the Engineer, the Contractor shall cut a core, 6 inches in diameter, through the full lift depth. Cores submitted that are not from the location designated by the Engineer will not be tested and will be paid at zero pay.

The Contractor shall notify the Engineer prior to starting paving operations with approximations of the tonnage to be placed. The Contractor is then responsible for notifying the appropriate Engineer test personnel within 12 hours of material placement. The Engineer will then have 24 hours to mark the core locations. After determination of locations, the Contractor shall complete testing within two operational days of the locations being marked. If the cores are not cut within two operational days, the area in question will be paid at zero pay for compaction testing.

The Contractor shall provide any traffic control required for the structural number investigation, sampling, and testing work at no additional cost to the Department.

The Contractor shall cut each core with care in order to prevent damaging the core. The pavement shall have a maximum temperature of 140°F when cores are cut from it. Immediately upon removal of a core from the roadway, the Contractor shall adequately label it. The Contractor shall protect the core by supplying a 6-inch plastic concrete cylinder mold, or an approved substitute, and placing the core in it. If more than one core is in the same mold, the Contractor shall place paper between them. The Contractor shall attach a completed QC test record for the representative area to the corresponding core. The Engineer will also complete a test record for areas tested for the QA report and provide to Materials & Research. At the end of every production day, the Contractor shall deliver the cores to the Engineer for testing, processing, and report distribution.

The Contractor shall repair the core hole per Appendix A, Repairing Core Holes in Hot-Mix Asphalt Pavements. Core holes shall be filled immediately. Failure to repair core holes at the time of coring will result in zero pay for compaction testing for the area in question.

The Engineer will conduct the following tests on the applicable portion of the cores in order to evaluate their quality:

- AASHTO T166, Method C (Rapid Method) – to determine the bulk specific gravity of the cores.
- AASHTO T209 – to calculate the theoretical maximum specific gravity and the density of the non-compacted mixtures.
- ASTM Provisional Test Method – Rapid Drying of Compacted and Loose Bituminous Asphalt Specimens using Vacuum Drying Method.

The Engineer will use the average of the last five test values of the same JMF (mixture ID) material at the production plant in order to calculate the average theoretical maximum specific gravity of the cores. The average will be based on the production days test results and as many test results needed from previous days production to have an average of five samples. If there are less than five values available, the Engineer will use the JMF design value in addition to the available values to calculate the average theoretical maximum specific gravity.

.06 Payment and Pay Adjustment Factors.

The Contractor shall include the costs for all materials, labor, equipment, tools, and incidentals necessary to meet the requirements of this specification in the bid price per ton for the hot-mix asphalt. Payment to the Contractor for the hot-mix asphalt item(s) will be based on the Contract price per ton and the pay adjustments described in this specification. The Engineer will determine pay adjustments for the hot-mix asphalt item(s) based on the Acceptance Plan. The Engineer will determine both a pay adjustment for the material and a pay adjustment for the pavement construction. Note that the material portion of the total pay adjustment is 70 percent and the pavement construction portion is 30 percent. For replaced material or work, the Engineer will not apply the Pay Adjustment applicable to the material or work replaced; a new Pay Adjustment will be calculated based on the qualities of the new material. Even if one portion of the pay adjustment (material or construction) is not applied, the Engineer may apply the pay adjustment to the other portion. All adjustments (bonus or penalty) shall be paid under this item number in the contract.

(a) Material Production – Pay Adjustment.

The Engineer will determine the material pay adjustment by evaluating the production material based on the following parameters:

- Gradation of the 2.36 mm (#8) sieve.
- Gradation of the 0.075 mm (#200) sieve.
- Asphalt cement content.
- Air void content

Using the JMF target value, the single test tolerance (from Table 3), and the test values, the Engineer will use the following steps to determine the material pay adjustment factor for each lot of material:

1. For each parameter, calculate the mean value and the standard deviation of the test values for the lot to the nearest 0.1 unit.
2. For each parameter, calculate the Upper Quality Index (QU):
 $QU = ((JMF \text{ target}) + (\text{single test tolerance}) - (\text{mean value})) / (\text{standard deviation}).$
3. For each parameter, calculate the Lower Quality Index (QL):
 $QL = ((\text{mean value}) - (JMF \text{ target}) + (\text{single test tolerance})) / (\text{standard deviation}).$
4. For each parameter, locate the values for the Upper Payment Limit (PU) and the Lower Payment Limit (PL) from Table 2 – Quality Level Analysis by the Standard Deviation Method. (Use the column for “n” representing the number of sublots in the lot. Use the closest value on the table when the exact value is not listed).
5. Calculate the PWL for each parameter from the values located in the previous step:
 $PWL = PU + PL - 100.$
6. Calculate each parameter’s contribution to the payment adjustment by multiplying its PWL by the weight factor shown in Table 3 for that parameter.
7. Add the calculated adjustments of all the parameters together to determine the Composite PWL for the lot.
8. From Table 4, locate the value of the Pay Adjustment Factor corresponding to the calculated PWL.
9. For each lot, determine the final material price adjustment:

Final Pay Adjustment =

$(\text{Lot Quantity}) \times (\text{Item Bid Price}) \times (\text{Pay Adjustment Factor}) \times 70\%$. This final pay calculation will be paid to the tenth of a percent.

In lieu of being assessed a pay adjustment penalty, the Contractor may choose to remove and replace the material at no additional cost to the Department. If the PWL of any single material characteristic is below 60, the Engineer may require the removal and replacement of the material at no additional cost to the Department.

The test results from the Engineer on production that is less than 100 tons will be combined with the two most recently completed Engineer tests with the same Mixture ID to calculate payment for the lot encompassing the single test. If that cannot be accomplished, the approved JMF will be used to calculate payment for the lot encompassing the single test. Payment for previously closed lots will not be affected by the analysis.

When a sample is out of the acceptable tolerance for any Materials pay criteria, that sample will be isolated. For payment purposes, the test result of the out of acceptable tolerance sample will be combined with the two previous acceptable samples of the same JMF and analyzed per this specification. The material that is considered out of the acceptable tolerance will only include the material within the represented sub-lot (i.e., a maximum of 500 tons). If the previous acceptable test result is from the previous production day, only the material produced on the second production day will be considered out of tolerance. All future sub lots will not include the isolated test.

If, during production, a QA sample test result does not meet the acceptable tolerances and the Contractors QC sample duplicates the QA sample test result, the Contractor can make an appropriate change to the mixture (within the JMF boundaries), and request to have that sample further isolated. If this request is approved, and the Contractor has made a change, the third load after the change will be tested. If that sample test result shows compliance with the specifications, the material that is considered out of the

acceptable tolerance will include the material from the previous acceptable test result to the third load after the initially sampled and tested sample. If the sample does not meet the specification requirements, the Engineer will no longer accept material. Production may resume when changes have been made and an acceptable sample and test result is obtained.

Table 2 – Quality Level Analysis by the Standard Deviation Method							
PU or PL	QU and QL for “n” Samples						
	n = 3	n = 4	n = 5	n = 6	n = 7	n = 8	n = 9
100	1.16	1.50	1.79	2.03	2.23	2.39	2.53
99		1.47	1.67	1.80	1.89	1.95	2.00
98	1.15	1.44	1.60	1.70	1.76	1.81	1.84
97		1.41	1.54	1.62	1.67	1.70	1.72
96	1.14	1.38	1.49	1.55	1.59	1.61	1.63
95		1.35	1.44	1.49	1.52	1.54	1.55
94	1.13	1.32	1.39	1.43	1.46	1.47	1.48
93		1.29	1.35	1.38	1.40	1.41	1.42
92	1.12	1.26	1.31	1.33	1.35	1.36	1.36
91	1.11	1.23	1.27	1.29	1.30	1.30	1.31
90	1.10	1.20	1.23	1.24	1.25	1.25	1.26
89	1.09	1.17	1.19	1.20	1.20	1.21	1.21
88	1.07	1.14	1.15	1.16	1.16	1.16	1.17
87	1.06	1.11	1.12	1.12	1.12	1.12	1.12
86	1.04	1.08	1.08	1.08	1.08	1.08	1.08
85	1.03	1.05	1.05	1.04	1.04	1.04	1.04
84	1.01	1.02	1.01	1.01	1.00	1.00	1.00
83	1.00	0.99	0.98	0.97	0.97	0.96	0.96
82	0.97	0.96	0.95	0.94	0.93	0.93	0.93
81	0.96	0.93	0.91	0.90	0.90	0.89	0.89
80	0.93	0.90	0.88	0.87	0.86	0.86	0.86
79	0.91	0.87	0.85	0.84	0.83	0.82	0.82
78	0.89	0.84	0.82	0.80	0.80	0.79	0.79
77	0.87	0.81	0.78	0.77	0.76	0.76	0.76
76	0.84	0.78	0.75	0.74	0.73	0.73	0.72
75	0.82	0.75	0.72	0.71	0.70	0.70	0.69
74	0.79	0.72	0.69	0.68	0.67	0.66	0.66
73	0.75	0.69	0.66	0.65	0.64	0.63	0.63
72	0.74	0.66	0.63	0.62	0.61	0.60	0.60
71	0.71	0.63	0.60	0.59	0.58	0.57	0.57
70	0.68	0.60	0.57	0.56	0.55	0.55	0.54

Table 2 – Quality Level Analysis by the Standard Deviation Method							
PU or PL	QU and QL for “n” Samples						
	n = 3	n = 4	n = 5	n = 6	n = 7	n = 8	n = 9
69	0.65	0.57	0.54	0.53	0.52	0.52	0.51
68	0.62	0.54	0.51	0.50	0.49	0.49	0.48
67	0.59	0.51	0.47	0.47	0.46	0.46	0.46
66	0.56	0.48	0.45	0.44	0.44	0.43	0.43
65	0.52	0.45	0.43	0.41	0.41	0.40	0.40
64	0.49	0.42	0.40	0.39	0.38	0.38	0.37
63	0.46	0.39	0.37	0.36	0.35	0.35	0.35
62	0.43	0.36	0.34	0.33	0.32	0.32	0.32
61	0.39	0.33	0.31	0.30	0.30	0.29	0.29
60	0.36	0.30	0.28	0.27	0.27	0.27	0.26
59	0.32	0.27	0.25	0.25	0.24	0.24	0.24

Table 3 - Material Parameter Weight Factors		
Material Parameter	Single Test Tolerance (+/-)	Weight Factor
Asphalt Content	0.4	0.30
#8 Sive (19 mm or >)	7.0	0.30
#8 Sieve (12.5 mm or <)	5.0	0.30
#200 Sieve (0.075 mm) Sieve	2.0	0.30
Air Voids (4.0% Target)	1.5	0.10

Table 4 - PWL Pay Adjustment Factors	
PWL	Pay Adjustment Factor (%)
100	+5
99	+4
98	+3
97	+2
96	+1
95	0
94	(-1)
93	(-2)
92	(-3)
91	(-4)
PWL (when <91)	(PWL - 100)

(b) Pavement Construction – Pay Adjustments.

The Engineer will determine the pavement construction pay adjustment by evaluating the construction of the pavement, based on the following parameter:

- Degree of compaction of the in-place material

Using the test values for the cores, the Engineer will use the following steps to determine the pavement construction pay adjustment for each lot of work. Note that the material portion of the total pay adjustment is 70 percent and the pavement construction portion is 30 percent.

1. Calculate the average density values from the subplot tests values, to the nearest 0.1 unit.
2. Calculate the Degree of Compaction:
Degree of Compaction = ((Core Bulk Specific Gravity) / (Theoretical Maximum Specific Gravity)) x 100%.
3. The average compaction for the sublots shall be averaged together for the compaction level of the lot. The lots compaction test level shall be averaged to the whole percent.
4. Locate the value of the Payment Adjustment Factor corresponding to the calculated degree of compaction from Table 5 or Table 5a.
5. Determine the pavement construction price adjustment by using the following formula:
Pay adjustment = (Lot Quantity) x (Bid Price) x (Pay Adjustment Factor) x 30%.

Table 5: Compaction Price Adjustment Highway Locations	
Degree of Compaction (%)	Pay Adjustment Factor (%)
>97	-100*
96	-3
95	0
94	0
93	+5
92	0
91	-15
90	-25
89	-30
≤88	-100*

* or remove and replace it at Engineer's discretion

Table 5a: Compaction Price Adjustment Other¹ Locations	
Degree of Compaction (%)	Pay Adjustment Factor (%)
>96	-100*
95	-2
94	0
93	+3
92	0
91	0
90	0
89	-1

Table 5a: Compaction Price Adjustment Other¹ Locations	
Degree of Compaction (%)	Pay Adjustment Factor (%)
88	-5
87	-15
86	-25
85	-30
84	-100*

* or remove and replace at Engineer's discretion

¹ This chart is to be used for areas where the structural value of the area to be paved is less than 1.75 as determined by the Engineer. See Appendix B – Method for Obtaining Cores for Determination of Roadway Structure. This chart is applicable to rehabilitation work only; full depth construction will not be considered for Table 5a.

.07 Dispute Resolution.

Disputes or questions about any test result shall be immediately brought to the attention of the Contractor and the Engineer. When there is a significant alleged discrepancy regarding the Engineer’s acceptance test results, the Contractor must claim a dispute within two operational days of the test date. The following dispute resolution procedures will be used.

The Engineer and the Contractor will review the sample quality, the test method, the laboratory equipment, and the laboratory technician. If these factors are not the cause of the dispute, a third party dispute resolution will be used.

For third party resolution testing, it can be either at another Contractor’s laboratory, the Engineer’s laboratory, or an independent accredited laboratory. Unless otherwise mutually agreed upon by DAPA and the Engineer, the Engineer’s qualified laboratory in Dover and qualified personnel shall conduct the necessary testing for third party Dispute Resolution after the Engineer has provided reasonable notice to allow the Contractor to witness this testing.

When disputes over production testing occur, the samples used for Dispute Resolution testing will be those samples the Contractor properly captured, labeled, and stored, as described in the second paragraph of the section of these specifications titled **.05 Acceptance Plan, (a) Material Production – Tests and Evaluations**. If no samples are available, the original testing results will be used for payment calculations.

Dispute Resolution samples for air void content will be heated by a microwave oven.

If there is a discrepancy between the Engineer’s acceptance test result and the Contractor’s test result, the Contractor may ask for the Dispute Resolution sample to be tested. If the Dispute Resolution sample substantiates the original acceptance test result, the Contractor, after two such Dispute Resolution samples, will be charged a fee of \$125 for all further Dispute Resolution cores that substantiate the acceptance test result. If the Dispute Resolution sample substantiates the Contractor’s test result, the Contractor will not be charged a fee.

When disputes over compaction core test results occur, the Engineer’s acceptance core will be used for the dispute resolution sample. The Contractor will be advised on when the testing will occur as referenced above to witness the testing.

The results of the dispute resolution testing shall replace all of the applicable disputed test results for payment purposes.

02/28/09

Appendix A - Repairing Core Holes in Hot-Mix Asphalt Pavement

Description.

This appendix describes the procedure required to acceptably repair core holes in a bituminous concrete pavement.

Materials and Equipment.

The following material shall be available to complete this work:

- Patch Material – A DelDOT approved High Performance Cold Patch material shall be used.

The following equipment shall be available to complete this work:

- Sponge or other absorbent material – Used to extract water from the hole.
- Compaction Hammer – Shall be mechanical, with a flat, circular tamping face smaller than 6 inches in diameter. The tamping head shall be connected to an electrical, pneumatic, or gasoline driven tamping device.

Construction Method.

After core removal from the hole, remove all excess water from within the hole, and prevent water from re-entering the hole.

Place the patch material in lifts no greater than 3 inches. If the hole is deeper than 3 inches, use two lifts of approximately equal depths so that optimum compaction is achieved. Make sure that the patch surface matches the grade of the existing roadway. Make every effort to achieve the greatest possible compaction

Performance Requirements.

The Engineer will judge the patch on the following basis:

- The patch shall be well compacted
- The patch surface shall match the grade of the surrounding roadway surface.

Basis of Payment.

No measurement or payment will be made for the patching work. The Contractor must gain the Engineer's acceptance of the patching work before the Engineer will accept the material represented by the core.

Appendix B - Method for Obtaining Cores for Determination of Roadway Structure

The Contractor is responsible for obtaining cores in areas that they propose are eligible for compaction price adjustments according to Table 5a in this specification. Table 5a is not applicable for new full-depth pavement box construction. Cores submitted for this process shall be obtained according to the following process.

1. Contact Materials & Research (M&R) personnel to determine if information about the area is already available. If M&R has already obtained cores in the location that is being investigated, the contractor may opt to use the laboratory information for the investigation and not core the area on their own.
2. If M&R does not have information concerning the section of the roadway, the contractor needs to contact M&R to arrange for verification of coring operations. Arrangements shall be made to allow for an individual from M&R to be on the site when the cores are obtained. Cores will be turned over to M&R for evaluation.
3. The contractor is responsible for providing all traffic control and repairing core holes in accordance to 401699 Appendix A – Repairing Core Holes in Hot-Mix Asphalt Pavements.
4. Cores are to be taken throughout the entire project for the area in question. Cores will be spaced, from the start of the project in increments determined based on field and project specifics. Cores will be evenly distributed throughout the project location. The cores will be taken in the center of the lane in question.
5. Additional cores may be taken at other locations, if surface conditions indicate that there may be a substantial difference in the underlying section. The location of these cores should be documented and submitted to M&R.
6. Cores shall be full depth and include underlying materials. If there is a stone base included in the pavement section, at a minimum 1 core must have information concerning the thickness of the base. This is determined by augering to the subgrade surface.
7. The calculations used to determine the structural capacity of the roadway is as follows. If the contractor finds, upon starting the coring process, that the areas are of greater thickness than applicable to Table 5a, they may terminate the coring process on their own and retract the request.

Structural Number Calculations

Each pavement box material is assigned a structural coefficient based upon AASHTO design guides. The structural coefficient is used to determine the total strength of the pavement section.

Materials used in older pavement sections are assigned lower structural coefficients to compensate for aging of the materials. The coefficients used to determine the structural number of an existing pavement are:

Existing Material	Structural Coefficient
HMA	0.32
Asphalt Treated Base	0.26
Soil Cement	0.16
Surface Treatment (Tar & Chip)	0.10
GABC	0.14
Concrete	0 - 0.7*

- * The Structural Coefficient of Concrete is dependent upon the condition of the concrete. Compressive strengths & ASR analysis are used to determine condition – contact the Engineer if this situation arises.

Newly placed materials use a different set of structural coefficients. They are as follows:

New Material	Structural Coefficient
HMA	0.40
Asphalt Treated Base (BCBC)	0.32
Soil Cement	0.20
GABC	0.14

Example:

Location includes placement of a 1.25” Type C overlay on 2.25” Type B. Existing roadway is cored and is shown to consist of 2” HMA on 7” GABC.

Calculation:

For the Type B lift the calculation would be:

$$\begin{array}{rcl}
 \text{Existing HMA} & 2 * 0.32 & = 0.64 \\
 \text{GABC} & 7 * 0.14 & = \underline{0.98} \\
 & & 1.62
 \end{array}$$

For the Type C lift the calculation would be:

$$\begin{array}{rcl}
 \text{Newly Placed B} & 2.25 * 0.4 & = 0.90 \\
 \text{Existing HMA} & 2 * 0.32 & = 0.64 \\
 \text{GABC} & 7 * 0.14 & = \underline{0.98} \\
 & & 2.52
 \end{array}$$

401752 – SAFETY EDGE FOR ROADWAY PAVEMENT

Description:

This work consists of the construction of safety edge(s) along bituminous concrete pavement or P.C.C. pavement in accordance with the details and notes on the Plans and as directed by the Engineer.

Construction Methods:

The safety edge shall not be constructed adjacent to curb or in front of guardrail sections.

In bituminous concrete pavement sections, prior to the construction of the safety edge, the fill or in situ material at the edge of pavement shall be compacted so that it is level with the top of the pavement, prior to the final surface overlay.

In bituminous concrete pavement sections, the contractor shall attach a device to the screed of the paver unit that confines the material at the end of the gate and extrudes the asphalt material in such a way that results in a compacted wedge shape pavement edge of 32 degrees (+/- 2 degrees). Contact shall be maintained between the device and the road shoulder surface. The device shall be manufactured so that it can be easily adjusted to transition at cross roads, driveways and obstructions without stopping the paver unit. The device's shape shall constrain the asphalt and cause compaction, as well as increase the density of the extruded profile.

In bituminous concrete pavement sections, the Transtech Shoulder Wedge Maker, Advant-Edge or an approved equal shall be used to produce the safety edge. Contact information for these wedge shape compaction devices is listed below:

Transtech Systems, Inc.
1594 State Street
Schenectady, NY 12304
1-800-724-6306
www.transtechsys.com

or

Advant-Edge Paving Equipment, LLC
33 Old Niskayuna Road
Loudonville, NY 12211
1-814-422-3343
www.advantedgepaving.com

or an approved equal.

In P.C.C. pavement sections, the paver screed shall be modified to provide a chamfer at the end of the P.C.C. pavement in accordance with the details and notes on the Plans, or as directed by the Engineer.

Method of Measurement:

Safety Edge will not be measured for payment.

Basis of Payment:

The cost associated with the construction of safety edge(s), including but not limited to the wedge device, preparation and compaction of the fill or in situ material, and placement of the safety edge in accordance with the Plans and Details shall be incidental to the bituminous concrete pavement or P.C.C. pavement item being placed.

1/21/2011

401753 - STONE MATRIX ASPHALT (SMA) WEARING SURFACE, WARM MIX ASPHALT

Description:

This work shall consist of mixing and placement of SMA pavement, Warm Mix Asphalt on a prepared foundation in accordance with these specifications. Warm Mix Asphalt (WMA) is the generic term used to describe the reduction in production, paving, and compaction temperatures achieved through the application of one or more of several WMA technologies.

The following Subsections of the Standard Specifications shall be applicable: 401.01, 401.03-401.10, 401.12, and 401.13. All other subsections have been modified herein.

Materials:

WMA may be produced by one or a combination of several technologies involving plant foaming processes and equipment, mineral additives, or chemicals that allow the reduction of mix production temperatures to within 185° F to 275° F.

Materials for hot-mix, hot-laid bituminous concrete shall conform to the requirements of Subsection 823.01, 823.05-823.17, and 823.25-823.28, of the Standard Specifications and the following.

Aggregates used in SMA shall be non-carbonate.

Materials shall conform to the applicable requirements of Section 800 with the following modifications.

Coarse Aggregate. Coarse aggregate for SMA shall conform to Section 805 with the following modifications:

Test Property	Test Method	Specification Limits
Sodium Sulfate Soundness Loss, % Max. (5 cycles)	AASHTO T104	12
Absorption, % Max.	AASHTO T85	2.0
LA Abrasion Loss, % Max.	AASHTO T96	30
Flat and Elongated Particles: Retained on #4 Sieve, % Max. (Length to Thickness) 5:1 3:1	ASTM D4791	5 20

No gravel or slag shall be used in SMA mixes. A maximum of 10% RAP may be used.

Fine Aggregate. Fine aggregate shall consist of 100 % crushed aggregate and shall conform to the following:

Test Property	Test Method	Specification Limits
Sodium Sulfate Soundness Loss, % Max (5 cycles)	AASHTO T104	12
Sand Equivalent Value, % Min.	AASHTO T176	45
Uncompacted Void Content, % Min.	AASHTO T304	45
Liquid Limit, % Max.	AASHTO T89	25
Plasticity Index, %	AASHTO T90	Non-Plastic

Mineral Filler. Mineral filler shall conform to AASHTO M17 and shall be rock dust or crushed limestone free of organic impurities conforming to the following:

Test Property	Test Method	Specification Limits
Plasticity Index, % Max.	AASHTO T90	4

A sample of mineral filler shall be submitted to Materials & Research for hydrometer analysis performed as specified in AASHTO T88 for mineral filler.

Asphalt Cements. The asphalt cement shall be Superpave PG 76-22 Performance Grade Asphalt according to AASHTO M320, Table 1 and tested according to AASHTO R29.

Stabilizers. Stabilizers have been used to ensure the draindown requirements below are met (<0.3% draindown) when tested in accordance with AASHTO T 305. Other technologies, in addition to various types of fibers, may be used in this item if test data and field performance demonstrate these specifications are met.

If cellulose fiber or mineral fiber stabilizers are chosen by the producer, they shall meet the requirements below and be specifically designed for use in hot-mix asphalt paving mixtures. The producer shall supply the Engineer with certified test results showing the stabilizers are specifically designed for hot-mix asphalt paving mixtures. A representative of the manufacturer of the stabilizers shall be present at initial production to provide technical assistance.

Cellulose Fibers. Cellulose fibers shall conform to the following requirements:

Test Property	Test Method	Specification Limits
Ash Content, % Non-Volatiles Max.	ASTM D128	23
pH	AASHTO MP8	6.5 to 8.5
Moisture Content, % Max by Mass	AASHTO MP8	5.0
Fiber Length, Max inches	AASHTO MP8	0.25

Mineral Fibers. Mineral fibers shall be made from virgin basalt, diabase, slag, or other silicious rock and shall conform to the following requirements:

Test Property	Test Method	Specification Limits
Fiber Length, Max inches	AASHTO MP8	0.25
Fiber Thickness, Max inches	AASHTO MP8	0.0002
Shot Content No. 60 Sieve No. 230 Sieve	ASTM C612	85 – 95 60 - 80

Antistripping Additives. An approved heat stable anti-stripping additive shall be added to the asphalt cement used for SMA if the TSR value dictates the need.

MIX DESIGN:

Aggregates. The washed gradation (AASHTO T11) of the final mixture for the SMA shall conform to the following gradation:

Sieve	% Passing
12.5 mm (1/2")	100
9.5 mm (3/8")	70 - 95
4.75 mm (#4)	30 - 50
2.36 mm (#8)	20 - 30
1.18 mm (#16)	0 - 21
0.60 mm (#30)	0 - 18
0.30 mm (#50)	0 - 15
0.075 mm (#200)	8.0 – 12.0

Mix Design. The SMA shall meet the following mix design parameters at 100 design gyrations ($N_d=100$) in the Superpave Gyrotory Compactor:

Property	Requirement
Air Voids, %	4.0
VMA, % Min.	18.0
Draindown at production temperature (AASHTO T305), % Max at 1 hour	0.30
Target Asphalt Content, % Min	6.0

Anti-Strip Additives. Tensile Strength Ratio (TSR) values, as determined by the AASHTO T283 Test Method, shall be a minimum of 80. If an anti-strip additive is required, the amount of the additive used shall be 0.25 to 1.0 % by weight of the asphalt cement as determined by the TSR testing, recommended by the additive manufacturer, and approved by the Engineer.

Stabilizer Content. The dosage rates of any stabilizing agent shall be determined by the Contractor to meet these specifications.

Plant Control:

Mineral Filler Supply. Mineral filler dust shall be added to the mixture in a consistent manner to ensure the job mix formula requirements are met. The mineral filler supply system shall be submitted to the Engineer for review and the approval of the submitted system will be at the discretion of the Engineer.

Stabilizer Supply System. When stabilizing additives are required in the mixture, a separate system for feeding shall be used to proportion the required amount into the mixture so that uniform distribution is obtained. The feeding system shall be interlocked into the production plant to ensure correct proportioning.

When a batch plant is used, the stabilizer shall be added through a separate inlet directly into the weigh hopper above the pugmill. The addition of the stabilizer shall be timed to occur during the hot aggregate charging of the hopper. Adequate dry mixing time is required to ensure proper blending of the aggregate and the stabilizer. Dry mixing time shall be increased 5 to 15 seconds. Wet mixing time shall be increased at least 5 seconds for the stabilizer to ensure adequate blending with asphalt cement.

When a drum plant is used, the stabilizer shall be added into the drum mixer to ensure complete blending of the stabilizer into the mix. For this purpose, when adding loose fiber, a separate fiber feeding system shall be utilized that can accurately and uniformly introduce fiber into the drum at such a rate as not to limit the normal production of mix through the drum. An in-line no-flow detector shall be installed in the output side of the fiber blower to ensure that a flow of fiber is entering the drum. It shall be connected to an approved alarm system which will indicate when fiber is not entering the drum. Also, an easily visible portion of the fiber feed tube shall be clear to allow the Engineer to ensure that fiber is flowing into the drum. At no time shall there be any evidence of fiber in the baghouse or returned/wasted baghouse fines.

All stabilizer addition systems shall be approved by the Engineer prior to start-up of the contract.

Construction Methods:

Demonstration:

Before proceeding with the actual production paving work, the Contractor shall demonstrate that an acceptable mix can be produced, placed, and compacted to these Specifications. A minimum of 100 tons of acceptable SMA material shall be produced, placed, and compacted utilizing all paving equipment that will be used on the mainline paving, over a suitable and representative hot-mix base, approved by the Engineer, outside the project limits.

Weather Restrictions:

Place mix only on dry, unfrozen surfaces and only when weather conditions allow for proper production, placement, handling, and compacting. Even with WMA technologies, the ambient paving temperature shall be above freezing.

Hauling Units:

Hauling units shall be as specified in Section 401.31 and the following:

The time between plant mixing and shipment shall not exceed one half hour, i.e. the SMA shall not be stored in the silo for more than one half hour.

The haul trucks shall deliver the SMA to a material transfer device capable of continuously re-mixing and/or re-blending the material internally to ensure that the SMA is free from physical and thermal segregation. The material transfer device shall be self-propelled and capable to move freely between delivery trucks and the asphalt paver, equipped with a hopper insert, without requiring additional equipment.

The Engineer will evaluate the performance of the paving operation by measuring the temperature of the mat surface immediately behind the screed of the paver during placement to develop a temperature profile. Surface temperature profile measurements shall be taken transversely across the mat, at any time during the project, to determine if the equipment is working properly.

Each temperature profile will consist of three surface temperature measurements; the location of the temperature measurements will be at the approximate center and one foot to three feet from the edge of each side of the mat parallel to the paver screed. The difference between the maximum and minimum temperature within each temperature profile shall not be more than 25°F.

If the difference between any two temperatures taken in a single profile exceeds 25°F, the paving operation shall be halted and adjustments made to ensure that the hot-mix placed is within the temperature profile requirements. Once adjustments are made, the Engineer will take measurements for an additional temperature profile to verify that corrective actions taken resulted in the mix placed meeting temperature differential requirements.

Mix Placement Temperature:

The temperature of the mixture at the time of placement shall not be less than 185°F nor greater than 275°F.

Compaction:

The pavement shall be compacted to 94% of maximum theoretical density or 6% air voids. Item 401699 will be used by the Engineer to calculate payment for this item; Table 5 is modified as referenced below for this item:

Table 5: Compaction Price Adjustment Highway Locations	
<u>Degree of Compaction (%)</u>	<u>Pay Adjustment Factor (%)</u>
>97	-100*
96	-10
95	0
94	+5
93	0
92	-10
91	-15
90	-25
89	-30
≤88	-100*
*or remove and replace at Engineer's discretion.	

Opening to Traffic:

Traffic shall not be allowed on the finished roadway until the roadway temperature cools to at least 140°F.

Method of Measurement and Basis of Payment:

This work will be measured and paid for at the Contract unit price bid per ton for Stone Matrix Asphalt complete, in place, and accepted, which price and payment will be full compensation for furnishing, hauling, preparing and placing all materials; for labor, equipment, tools; and incidentals necessary to complete this item.

Materials produced and striping used for the demonstration will not be paid for but will be considered incidental to the item Stone Matrix Asphalt.

2/3/11

708500 - REPLACING CATCH BASIN GRATES
708504 - REPLACING CATCH BASIN FRAMES

Description:

This work consists of furnishing and installing catch basin (inlet) grates and catch basin (inlet) frames at the locations shown on the Plans and/or as directed by the Engineer.

Materials and Construction Methods:

The catch basin (inlet) grates and catch basin (inlet) frames shall conform to the materials and the dimensions Construction Details or as noted in the Contract Plans. The Contractor shall make field measurements to determine the exact sizes of the grates and frames prior to placing order; and make necessary masonry adjustment to accommodate the prescribed frames. All existing grates and/or frames conforming to the requirements of the Standard Construction Details shall be left in place, or reused after making necessary masonry adjustment. The cost of adjustment to match proposed grades as indicated on the Plans and/or as directed by the Engineer, shall be included in the cost of the item 708504.

Method of Measurement:

The quantity of grates and/or frames replaced will be measured as the actual number of each, installed and accepted.

Basis of Payment:

The quantity of grates and/or frames replaced will be paid for at the Contract unit price per each. Price and payment will constitute full compensation for furnishing, hauling, installing, making necessary masonry adjustment, for all labor, tools, equipment, and incidentals to complete the job.

Also included in the unit bid price shall be the payment for transporting the old grates, and/or old frames, to the Department's District Maintenance Yard as specified on the Plans, or as directed by the Engineer.

8/28/01

- 735531 - SOIL RETENTION BLANKET MULCH, TYPE 1**
- 735532 - SOIL RETENTION BLANKET MULCH, TYPE 2**
- 735533 - SOIL RETENTION BLANKET MULCH, TYPE 3**
- 735534 - SOIL RETENTION BLANKET MULCH, TYPE 4**
- 735535 - SOIL RETENTION BLANKET MULCH, TYPE 5**
- 735536 - SOIL RETENTION BLANKET MULCH, TYPE 6**
- 735537 - SOIL RETENTION BLANKET MULCH, TYPE 7**

Description:

This work consists of furnishing, placing and anchoring soil retention blanket mulch over seeded areas in accordance with notes and details on the Plans, these specifications and direction of the Engineer.

Materials:

The blanket mulch shall be one of the pre-approved products listed in the Approved Product List (APL) at the time of bid, for the type(s) of mulch required on the Plans.

Pre-approval procedures and the current APL may be obtained by writing to the Stormwater Engineer, Delaware Department of Transportation, P. O. Box 778, Dover, DE 19903 or calling (302) 760-2177 or viewing DelDOT's web page at www.deldot.net/business. The Contractor shall submit an 8" x 8" (200 mm x 200 mm) sample to the Stormwater Engineer to verify pre-approval. Also, the Contractor shall submit manufacturer's literature, including installation recommendations, to the Engineer.

The products on the APL have been used extensively on DelDOT projects with satisfactory results and/or have received satisfactory evaluations by the Texas Department of Transportation/Texas Transportation Institute (TxDOT/TTI).

Soil Retention Blanket Mulch, Types 1, 2, 3, 4 and 5, generally referred to as erosion control blankets (ECB), shall be composed entirely of 100% biodegradable material.

Soil Retention Blanket Mulch, Types 6 and 7, generally referred to as turf reinforcement mats (TRM), shall be composed of mostly non-degradable material.

In order for a product to be added to DelDOT's Approved Product List and be eligible for use in DelDOT's construction and maintenance works, the product must meet the above guidelines and receive a satisfactory evaluation by TxDOT/TTI. The Department will remove products from the APL when field performance is unsatisfactory.

Types of Soil Retention Blanket Mulch Application

- Type 1.** Sandy soils on slopes steeper than 3H:1V
- Type 2.** Sandy soils on slopes equal to or flatter than 3H:1V
- Type 3.** Top-soiled slopes steeper than 3H:1V
- Type 4.** Top-soiled slopes equal to or flatter than 3H:1V
- Type 5.** Top-soiled grass swale at maximum design shear stress less than or equal to 2 pounds per square foot (96 Pascals)
- Type 6.** Top-soiled grass swale at maximum design shear stress greater than 2 pounds per square foot (96 Pascals) and less than or equal to 6 pounds per square foot (287 Pascals)
- Type 7.** Top-soiled grass swale at maximum design shear stress greater than 6 pounds per square foot (287 Pascals) and less than or equal to 8 pounds per square foot (383 Pascals)

Construction Methods. The soil retention blanket mulch, shall be placed immediately after seeding operations have been completed or as approved by the Engineer, but in no case shall this period exceed 24 hours from the completion of the seeding operation. Prior to seeding and mulching, the area to be mulched shall be tracked, free of ruts, rocks or clods over 1 1/2 inches (40 millimeters) in maximum dimension and all sticks or other foreign materials which will prevent the close contact of the blanket with the soil. If as a result of rain, the prepared bed becomes crusted or eroded or if any eroded areas, ruts or depressions exist for any reason, the Contractor shall retrack and reseed the eroded areas.

Except for sprayed blanket mulch installation and anchorage of the soil retention blanket mulch shall be in accordance with notes and details in the Plans and the following DeIDOT Standard Construction Details:

Standard No. E-9 for rolled blankets under Types 1 through 5
Standard No. E-25 for blankets under Types 6 and 7

Should the installation requirements of the manufacturer be more stringent than the above, the manufacturer's requirements shall govern.

Sprayed blanket mulches shall be applied as per the manufacturer's instructions and recommended rate. No application shall be permitted if rain is anticipated within 24 hours as determined by the Engineer.

Method of Measurement:

The quantity of soil retention blanket mulch will be measured in square yards (meters) of each type soil retention blanket mulch installed and accepted. Measurements for calculating the number of square yards (meters) will be made along the surface of the area covered. Overlaps of materials of any kind will not be measured.

Basis of Payment:

The quantity of soil retention blanket mulch will be paid for at the contract unit price per square yard (meter) per each type. Price and payment will constitute full compensation for furnishing and placing all materials; for all methods of anchorage and securement; for repairing any loose or raised pins or pegs or any loose, torn, or undermined fabric; and for all labor, equipment, tools, and incidentals required to complete the work.

01/24/01

746774 - SUPPLY AND INSTALLATION OF LOOP DETECTOR WIRE

Description:

This work consists of sawing a cut in existing pavement, furnishing and installing loop detector wire in the saw cut and sealing the saw cut with an approved sealer, in accordance with the Standard Details, the details in these specifications, or as directed by the Engineer.

Materials:

The loop detector wire shall be a shielded four-conductor controlled capacitance cable with conductors twisted 6 turns per foot and enclosed in an aluminized polyester shield within a polyethylene jacket, rated to 600 volts. The interior of the cable is filled with a water blocking material. The four conductors are AWG # 18 stranded copper with color-coded polypropylene insulation. Color rotation is black, red, white, and green. The loop detector wire shall have an UV stable high-density polyethylene outer cover that is chemical resistant and waterproof with a wall thickness of 0.032 inches (0.8 mm). The cable shall have a temperature tolerance range of -65 to +176 degrees Fahrenheit (-54 to +80 degrees Celsius). Outside diameter of the cable is 0.25 inches (6 mm).

Flexible embedding sealer shall be a cold poured, resilient type epoxy joint sealer, Bondo P-606 or Duracote - D115 for concrete or asphalt pavement or E-Poxy Industry 36-1 for concrete or E-Poxy Industry 11-1 for asphalt pavement, or approved equal.

A sealer accelerant or retarder may be added at the discretion of the Contractor.

3/8" (10 mm) closed cell foam backer rod

Construction Methods:

The saw cut shall be 1/4" (6 mm) wide and 3" (76 mm) deep. It shall be cut in the directions and sizes specified on the Standard Details or as directed by the Engineer. Contractor shall remove sharp edges in the saw cut and round the corners.

The saw cut shall be blown out with compressed air to remove all dust, water and particles of loose material.

A 3/8" (10 mm) backer rod will be placed into the bottom of the saw cut. The loop detector wire will then be installed using blunt tools so as to prevent damage to the polyethylene outer cover. One end of a loop detector wire shall be tagged to indicate start ("S"). All loop detector wires shall be laid in saw cuts in a clockwise rotation beginning with "S". The Engineer may require a High Voltage Ground Test with a 500 VDC megger after the loop detector installation is complete and prior to sealing saw cuts. If the resistance to ground is less than 100 megohms, this work will be rejected. Loop detectors also should be checked for continuity between the four conductors with an ohm-meter. If there is any resistance between colors or there is an open flow from color to color, this work will be rejected.

A sealer and sealer accelerant or retarder (if necessary) shall be applied in accordance with the manufacturer's directions and protected from traffic until it has set. A minimum of 1 inch of sealer shall be installed on top of the loop detector wire.

Two loop detector wires shall be installed in a saw cut from the loop to the edge of the road. These two wires shall then extend from the end of the saw cut to a junction well (see Standard Details). Wires shall be parallel and taped every 12" (305 mm) to 18" (457 mm) from the end of the saw cut to a junction well. A conduit may need to be installed between the end of the saw cut and junction well as directed by the Engineer. In this case the loop detector wire shall be installed in the conduit.

The loop detector wire shall be continuous and without splices from the junction well, through the saw cuts and conduit (if any).

Method of Measurement:

The quantity of loop detector wire to be measured under this item shall be the number of linear feet (meters) of saw cut in which loop detector wire is installed, sealed, tested, and accepted.

The additional loop detector wire needed beyond the saw cut to reach the junction well and sealer accelerant or retarder shall be incidental to this item and there shall be no separate measurement or payment. Any required conduit will be paid under a separate item.

Supply and installation of the conduit from the end of the saw cut to the junction well shall be covered under other items of this Contract. Installation of the loop detector wire in this conduit shall be incidental to this item and there shall be no separate measurement or payment.

Splicing of the loop detector wire to a lead-in cable in a junction well shall not be covered under this item and shall be paid separately under another item of this Contract.

Basis of Payment:

The quantity of detector wire supplied and installed will be paid for at the Contract unit price per linear foot (meter) of sawcut. Price and payment shall constitute full compensation for furnishing and placing all materials including loop detector wire, backer rod, sealer, labor, equipment, tools, and incidentals necessary to complete this item.

5/7/10

746776 - LOOP DETECTOR SPLICE

Description:

This work consists of splicing a loop detector wire to a loop detector lead-in cable ("home run").

Materials:

Soldering iron
Rosin core solder
3/16" (5 mm) heat shrink tubing
3M Scotchcast splicing kit #82A-1 or approved equal
Vinyl tape – black, white, red, green, yellow, and blue

Construction Methods:

Each conductor to be spliced shall have sufficient wire jacket removed, with wire strippers or other approved tool, to expose 1/2 inch (13 mm) of the copper conductor. The use of any tool that might nick the conductor or cut a strand of wire is specifically prohibited.

Each conductor not to be spliced shall be inspected and trimmed as necessary to ensure that the copper conductor does not extend beyond the insulation.

When splicing a loop detector wire to a lead-in cable, the two ends of the loop detector wire forming one loop shall be spliced first. The method of splicing the two ends of the loop detector wire forming one loop is described below:

Splice the green, red and black conductors of start end ("S" or "In") of the loop detector wire to the white, green and red conductors of the finish end ("F" or "Out") of the same wire as follows:

- Green of "S" to White of "F"
- Red of "S" to Green of "F"
- Black of "S" to Red of "F"

A maximum of two loops shall be spliced to one loop detector lead in cable. The method of splicing two loops (Loop 1 and Loop 2) to a loop detector lead in cable is described below:

1. Splice Loop 1 "S" White to a lead in cable White and Loop 1 "F" Black to a lead in cable Black.
2. Splice Loop 2 "S" White to a lead in cable Green and Loop 2 "F" Black to a lead in cable Red.

Conductors to be soldered shall be placed side by side with the exposed copper aligned. The copper shall then be twisted clockwise with pliers until a good mechanical connection is effected. The splice shall be coated with flux, heated with a soldering iron, and soldered in a manner, which minimizes insulation damage. After each soldered connection is completed, it shall be properly insulated with heat shrink tubing.

After the electrical and mechanical connection is completed and before the splicing kit is applied, a test shall be made by the Contractor to ensure that all circuits are complete. A 3M Scotchcast Kit #82A 1, or approved equal, shall be installed as per manufacturer's instructions. A communication test will be performed at the cabinet by the Department technician after the splicing kit is applied. The Department will be notified of the test results. If the communication test fails the Contractor shall remake the splice at his own expense.

Each loop detector lead-in cable shall be identified with a distinctive band(s) at each end of the run. Additionally the loop "number" will be identified. Based upon direction of travel, the loop will be identified from left to right, closest to stop bar to furthest away, by a distinctive number of colored bands. System loops will also have a white band AFTER the color band. The following colors will be used as the distinctive band to denote direction of travel:

North Bound	---	RED
East Bound	---	GREEN
South Bound	---	YELLOW
West Bound	---	BLUE

If a splice is found to be faulty within 90 calendar days of installation, it shall be the Contractor's responsibility to remake the splice at his own expense.

Method of Measurement:

The quantity of splices shall be measured as the number of loop detectors connected to a lead-in cable in accordance with these specifications, complete in place, and accepted. Splicing the "S" end to the "F" end of the loop detector wire forming one loop shall not be considered a separate loop detector splice.

Basis of Payment:

The quantity of splices installed will be paid for at the Contract unit price per each. Price and payment will constitute full compensation for all materials, labor, equipment, tools, and incidentals required to complete the work.

02/03/03

748502 - RAISED/RECESSED PAVEMENT MARKER

Description:

This work consists of furnishing and installing raised/recessed pavement markers in accordance with the Plans and these specifications.

Materials:

The cast iron housing shall meet the requirements of ASTM A 536-84, Grade 72-45-84.

The reflectors shall meet the requirements of ASTM D 4383-03.

For installation on interstates, freeways, and principal arterials, the pavement marker shall have red reflectorized material on the back side (the side not facing the direction of traffic).

Epoxy shall meet the requirements of AASHTO M237, Type IV.

The followings models have been tested and approved by the Department and shall be used:

1. (Ennis Paint) Stimsonite - Avery Dennison Model 101LPCR Snow Plowable Marker.
2. Ray-O-Lite Model 300 Snow Plowable Marker with Model 2004 Reflector.
3. Or Approved Equal.

Construction Methods:

Pavement shall be saw cut to match the bottom contour of the marker housing using a saw and blade suitable for the pavement material being sawed. The depth of the cut slot must allow the housing to be set in epoxy, with leveling lugs resting on the pavement surface, so that the front edge of marker is at or below the surface of the pavement. Excessive saw cuts must be repaired to the satisfaction of the Engineer. When cutting is complete, the slot shall be cleaned as recommended by the manufacturer of the epoxy material. The epoxy and pavement marker will be installed in the prepared contour slot in the pavement per the manufacturer's recommendations.

After installation, the Striping and Markings Section shall be notified for inspection and approval of acceptance of the raised pavement markers.

Method of Measurement:

The quantity of raised/recessed pavement markers will be measured as the actual number installed and accepted.

Basis of Payment:

The quantity of raised/recessed pavement markers will be paid for at the Contract unit price per each. Price and payment will constitute full compensation for furnishing all materials, installation, saw-cutting, cleaning, disposal of discarded materials, for all labor, tools, equipment, all necessary incidentals associated with the item to complete the work.

03/13/08

- 748506 - PERMANENT PAVEMENT STRIPING, EPOXY RESIN PAINT, WHITE/YELLOW, 4"
- 748507 - PERMANENT PAVEMENT STRIPING, EPOXY RESIN PAINT, WHITE/YELLOW, 6"
- 748508 - PERMANENT PAVEMENT STRIPING, EPOXY RESIN PAINT, WHITE/YELLOW, 8"
- 748509 - PERMANENT PAVEMENT STRIPING, EPOXY RESIN PAINT, WHITE/YELLOW, 12"
- 748510 - PERMANENT PAVEMENT STRIPING, SYMBOL/LEGEND, EPOXY RESIN PAINT
 - 748535 - PERMANENT PAVEMENT STRIPING, EPOXY RESIN PAINT, BLACK, 4"
 - 748536 - PERMANENT PAVEMENT STRIPING, EPOXY RESIN PAINT, BLACK, 6"
 - 748537 - PERMANENT PAVEMENT STRIPING, EPOXY RESIN PAINT, BLACK, 8"
 - 748538 - PERMANENT PAVEMENT STRIPING, EPOXY RESIN PAINT, BLACK, 10"
 - 748539 - PERMANENT PAVEMENT STRIPING, EPOXY RESIN PAINT, BLACK, 12"
 - 748540 - PERMANENT PAVEMENT STRIPING, EPOXY RESIN PAINT, BLACK, 16"
 - 748557 - PERMANENT PAVEMENT STRIPING, EPOXY RESIN PAINT, BLACK, 3"

Description:

This work consists of furnishing and applying white or yellow, epoxy reflectorized pavement markings or black epoxy contrast pavement markings at the locations and in accordance with the patterns indicated on the Plans, or as directed by the Engineer, and in accordance with these specifications.

The white/yellow epoxy marking material shall be hot-applied by spray methods onto bituminous and/or Portland cement concrete pavement surfaces as required by the Plans. Following an application of double drop glass beads of two sizes and upon curing, the resultant epoxy marking shall be an adherent reflectorized stripe of the specified thickness and width that is capable of resisting deformation by traffic. All marking materials shall be certified lead free and free of cadmium, mercury, hexvalent chromium, and other toxic heavy metals.

The black epoxy marking shall be a two-component, hot-spray applied epoxy resin pavement marking material to be used for pavement marking on Portland cement concrete pavement surfaces. Following an aggregate drop, and upon curing, it shall produce an adherent stripe of specified thickness and width capable of resisting wear from traffic. Black contrast pavement markings will be required on all Portland cement concrete pavements.

Materials Requirements:

A. White and Yellow Reflectorized Epoxy

1. Epoxy Composition Requirements:

The epoxy resin composition shall be specifically formulated for use as a pavement marking material and for hot-spray application at elevated temperatures. The type and amounts of epoxy resins and curing agents shall be at the option of the manufacturer, providing the other composition and physical requirements of this specification are met.

The epoxy marking material shall be a two-component (Part A and Part B), 100% solids type system formulated and designed to provide a simple volumetric mixing ratio (e.g. two volumes of Part A to one volume of Part B).

Component A of both white and yellow shall conform to the following requirements:

% BY WEIGHT		
	WHITE:	YELLOW:
Pigments	Titanium Dioxide - 18% Min. (ASTM D476, Type II)	Organic Yellow - 6%-10%
Epoxy Resin	75% Min., 82% Max.	70% Min., 77% Max.

The entire pigment composition shall consist of either titanium dioxide and/or organic yellow pigment. No extender pigments are permitted. The white pigment upon analysis, shall contain a minimum of 16.5% TiO₂ (100% purity).

Epoxy Content-WPE (Component A) - The epoxy content of the epoxy resin will be tested in accordance with ASTM D1652 and calculated as the weight per epoxy equivalent (WPE) for both white and yellow. The epoxy content will be determined on a pigment free basis. The epoxy content (WPE) shall meet a target value provided by the manufacturer and approved by the Department's Material and Research Section (from now on will be addressed as Department). A ± 50 tolerance will be applied to the target value to establish the acceptance range.

Amine Value (Component B) - The amine value of the curing agent shall be tested in accordance with ASTM D2074-66 to determine its total amine value. The total amine value shall meet a target value provided by the manufacturer and approved by the Department. A ± 50 tolerance will be applied to the target value to establish the acceptance range.

Toxicity - Upon heating to application temperature, the material shall not exude fumes which are toxic or injurious to persons or property.

Viscosity - Formulations of each component shall be such that the viscosity of both components shall coincide (within 10%) at a recommended spray application.

2. Physical Properties of Mixed Composition:

Unless otherwise noted, all samples are to be prepared and tested at an ambient temperature of $73 \pm 5^\circ\text{F}$. ($23 \pm 3^\circ\text{C}$).

- a. Color. The white epoxy composition when applied at a minimum wet film thickness of 20 ± 1 mils ($500 \mu\text{m}$) as applicable and allowed to dry, shall plot within the boundaries described by the four corner points listed in Tables 1 and 2 of ASTM D 6628-01 when measured in accordance with the test methods prescribed in Section 7 of ASTM D 6628-01.

The yellow epoxy composition when applied at a minimum wet film thickness of 20 ± 1 mils ($500 \mu\text{m}$) as applicable and allowed to dry, shall plot within the boundaries described by the four corner points listed in Tables 1 and 2 of ASTM D 6628-01 when measured in accordance with the test methods prescribed in Section 7 of ASTM D 6628-01.

- b. Directional Reflectance. The white epoxy composition (without glass spheres) shall have a daylight directional reflectance of not less than 84% relative to a magnesium oxide standard when tested in accordance with Method 6121 of Federal Test Method Standard No. 141.

The yellow epoxy composition (without glass spheres) shall have a daylight directional reflectance of not less than 55% relative to a magnesium oxide standard when tested in accordance with Method 6121 of Federal Test Method Standard No. 141.

- c. Drying Time (Laboratory). The epoxy composition, when mixed in the proper ratio and applied at a 20 ± 1 mils ($500 \mu\text{m}$) minimum wet film thickness, and immediately dressed with large reflective glass spheres (Federal Spec. Type 4) at a rate of 12 lb/gal (1.4 kg/l) of epoxy pavement marking materials, immediately followed by a second drop of AASHTO M-247 Type 1 glass spheres applied at a rate of 12 lb/gal (1.4 kg/L) of epoxy pavement marking material, shall exhibit a no-track condition in 15 minutes or less (ASTM D711). A Bird Applicator or any other doctor blade shall be used to produce a uniform film thickness.

- d. Drying Time (Field). When installed at a minimum wet film thickness of 20 ± 1 mils (500 or $625 \mu\text{m}$) and reflectorized with glass spheres, the maximum drying times shall correspond to these temperatures:

80°F (27°C)	10 minutes
70°F (21°C)	10 minutes

60°F (16°C)	15 minutes
50°F (10°C)	25 minutes
40°F (4°C)	45 minutes
35°F (2°C)	60 minutes

The composition shall dry to "no-tracking" in approximately 10 minutes, and after thirty (30) minutes shall show no damaging effect from traffic. Dry to "no-tracking" shall be considered as the condition where no visual deposition of the epoxy marking to the pavement surface is observed when viewed from a distance of 100 feet (30 meters), after a passenger car is passed over the line. Regardless of the temperature at the time of installation, the installation contractor shall be responsible for protection of the markings material until dry to a non-tracking state.

- e. Abrasion Resistance. The wear index of the composition shall not exceed 82 when tested in accordance with ASTM C501 using a CS-17 wheel and under a load of 1000 grams for 1000 cycles.
- f. Tensile Strength. The tensile strength of the epoxy composition shall not be less than 6000 psi (41 MPa) when tested in accordance with ASTM D638 using a Type IV specimen [0.125" ± 0.010" (3.18 ± 0.25 mm) thick]. Tests shall be conducted at an ambient temperature of 75 ± 5°F (24 ± 3°C). The testing machine shall operate at a speed of 0.20" (5.1 mm) per minute.

The total conditioning or drying period, from the time the epoxy composition is first mixed to the time of testing, shall not be less than 24 hours nor more than 96 hours.

Test specimens for tensile strength determination will be prepared as follows:

A 1/8 inch (3 mm) thick sheet of epoxy material is cast from a reservoir-type mold, fabricated from polytetrafluorethylene (PTFE), 1/8" deep x 10" x 10" (3 mm deep x 250 mm x 250 mm).

Prior to casting, the mold is sprayed with a suitable release agent. A sufficient amount of epoxy composition is mixed in the proper proportions (A:B) and poured level with the top of the mold. Care should be taken so as not to decrease or exceed the 1/8" (3 mm) thickness.

After a period of 1 to 4 hours, the material will have set into a semi-rigid sheet that is flexible enough to die-cut yet rigid enough to retain its shape. While the material is in this "plastic" state, five (5) specimens shall be die-cut and then placed on a flat, smooth, PTFE surface for the completion of the specified conditioning period.

- g. Compressive Strength. The compressive strength of the epoxy composition shall not be less than 12,000 psi (83 MPa) when tested in accordance with ASTM D695 except that a compression tool shall not be necessary. The test specimen shall be a right cylinder [0.50 inch diameter by 1.0 inch length (12 mm diameter by 25 mm length)]. Tests shall be conducted at an ambient temperature of 75 ± 5°F (24 ± 3°C).

The total conditioning or drying period, from the time the epoxy composition is first mixed to the time of testing shall not be less than 24 hours nor more than 96 hours.

Test specimens for compressive strength determinations will be prepared as follows:

Five molds will be prepared from 1/2" (12 mm) I.D., 1/16" (1.5 mm) wall thickness acrylic tubing, cut in 1 1/2" (38 mm) lengths. After spraying the inside of the mold with a suitable release agent,⁽¹⁾ the cylindrical tubes are placed in a vertical position on a PTFE sheet base. A sufficient amount of epoxy composition is thoroughly mixed in the proper proportions (A:B) and poured into the mold to a depth of approximately 1 1/4" (32 mm). After a minimum of 72 hours curing, the specimens are removed from the molds and machined to a length of 1" ± 0.002" (25 mm ± 0.05 mm).

- h. Hardness. The epoxy composition when tested in accordance with ASTM D2240 shall have a Shore D hardness of between 75 and 100. Samples shall be allowed to dry for not less than 24 hours nor more than 96 hours prior to testing.

B. Reflective Glass Spheres/Beads

Reflective glass spheres for drop-on application shall conform to the following requirements:

The glass spheres shall be colorless; clean; transparent; free from milky or excessive air bubbles; and essentially clean from-surface scarring or scratching. They shall be spherical in shape and at least 80% of the glass beads shall be true spheres when tested in accordance with ASTM D1155. At least 80% of the Type IV beads shall be true spheres as measured by the visual method.

The refractive index of the spheres shall be a minimum of 1.50 as determined by the liquid immersion method at 77°F (25°C).

The silica content of the glass spheres shall not be less than 60%.

The crushing resistance of the spheres shall be as follows: A 40 lb. (18 kg) dead weight, for 20 to 30 (850 µm to 600 µm) mesh spheres shall be the average resistance when tested in accordance with ASTM D1213.

The glass spheres shall have the following grading when tested in accordance with ASTM D1214.

M247 AASHTO Type 1 Glass Spheres

<u>U.S. Standard Sieve</u>	<u>% Retained</u>	<u>% Passing</u>
#20 (850µm)	0	100
#30 (600µm)	5-25	75-95
#50 (300µm)	40-65	15-35
#100 (150µm)	15-35	0-5
Pan	0-5	

Type 4 Large Spheres

<u>U.S. Standard Sieve</u>	<u>% Retained</u>	<u>% Passing</u>
#10 (2000 µm)	0	100
#12 (1680 µm)	0-5	95-100
#14 (1410 µm)	5-20	80-95
#16 (1190 µm)	40-80	10-40
#18 (1000 µm)	10-40	0-5
#20 (850 µm)	0-5	0-2
Pan	0-2	

The AASHTO M247 Type 1 glass spheres shall be treated with a moisture-proof coating. They shall show no tendency to absorb moisture in storage and shall remain free of clusters and hard lumps. They shall flow freely from dispensing equipment at any time when surface and atmosphere conditions are satisfactory for marking operations. The moisture-resistance of the glass spheres shall be determined in accordance with AASHTO M247 test method 4.4.1.

Type IV glass spheres shall be treated with an adhesion coating. They shall show no tendency to absorb moisture in storage and shall remain free of clusters and hard lumps. They shall flow freely from dispensing equipment at any time when surface and atmosphere conditions are satisfactory for marking operations. The adhesion coating property of the Type IV beads shall be tested in accordance with the dansyl-chloride test.

C. Black Epoxy Contrast Markings

Epoxy Resin Requirements: The two-component, 100% solids, paint shall be formulated and designed to provide a simple volumetric mixing ratio (e.g. 2 part component A to 1 part component B) specifically for service as a hot-spray applied binder for black aggregate in such a manner as to produce maximum adhesion. The material shall be composed of epoxy resins and pigments only.

The paint shall be well mixed in the manufacturing process and shall be free from defects and imperfections that may adversely affect the serviceability of the finished product. The paint shall not thicken, curdle, gel, settle excessively, or otherwise display any objectionable properties after storage. Individual components shall not require mixing prior to use when stored for a maximum of 6 months.

The overall paint composition shall be left to the discretion of the manufacturer, but shall meet the following requirements:

Composition:	<u>Component</u> Carbon Black (ASTM D476 Type III) Talc Epoxy Resin	<u>Percent By Weight</u> 7±2 percent, by weight 14±2 percent, by weight 79±4 percent, by weight
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D. Black Aggregate

The moisture resistant aggregate shall meet the gradation requirements (AASHTO T27) as follows:

<u>Sieve Size</u>	<u>Percent Retained</u>
#30	18-28%
#40	60-80%
#50	2-14%

The moisture resistant aggregate shall have a ceramic coating. The aggregate shall be angular with no dry dispensement pigment allowed.

<u>Hardness:</u>	The black aggregate hardness shall be 6.5-7 on Moh's Mineral Scale.
<u>Porosity:</u>	The black aggregate porosity shall be less than two (2) percent.
<u>Moisture Content:</u>	The black aggregate moisture content shall be less than a half (.5) percent.

E. Packaging and Shipment

Epoxy pavement marking materials shall be shipped to the job site in strong substantial containers. Individual containers shall be plainly marked with the following information:

- a. Name of Product
- b. Lot Number
- c. Batch Number
- d. Test Number
- e. Date of Manufacture
- f. Date of expiration of acceptance (12 months from date of manufacture)
- g. The statement (as appropriate)
Part A - Contains Pigment & Epoxy Resin
Part B - Contains Catalyst
- h. Quantity
- i. Mixing proportions, Application Temperature and Instructions
- j. Safety Information
- k. Manufacturer's Name and Address

Reflective glass spheres shall be shipped in moisture resistant bags. Each bag shall be marked with the name and address of the manufacturer and the name and net weight of the material.

F. The Department reserves the right to randomly take a one-quart sample of white, yellow and hardener, of the epoxy material or glass spheres without prior notice for testing to ensure the epoxy material meets specifications.

Epoxy Application Equipment:

Application equipment for the placement of epoxy reflectorized pavement markings shall be approved by the Department, prior to the start of work.

At any time throughout the duration of the project, the Contractor shall provide free access to his epoxy application equipment for inspection by the Engineer or his authorized representative.

In general, the application equipment shall be a mobile, truck mounted and self contained pavement marking machine, specifically designed to apply epoxy resin materials and reflective glass spheres in continuous and skip-line patterns. The application equipment shall be maneuverable to the extent that straight lines can be followed and normal curves can be made in a true arc. In addition, the truck mounted unit shall be provided with accessories to allow for the marking of legends, symbols, crosswalks, and other special patterns.

The Engineer may approve the use of a portable applicator in lieu of truck mounted accessories, for use in applying special markings only, provided such equipment can demonstrate satisfactory application of reflectorized epoxy markings in accordance with these specifications.

The applicator shall be capable of installing up to 20,000 lineal feet (6,100 lineal meters) of epoxy reflectorized pavement markings in an 8-hour day and shall include the following features:

1. The applicator shall provide individual material reservoirs, or space, for the storage of Part A and Part B of the epoxy resin composition; for the storage of water; and for the storage of reflective glass spheres.
2. The applicator shall be equipped with heating equipment of sufficient capacity to maintain the individual epoxy resin components at the manufacturer's recommended temperature for spray application and for heating water to a temperature of approximately 140°F (60°C).
3. The glass spheres shall be gravity dropped upon 20 mils (500 um) of epoxy pavement markings to produce a wet-night-reflective pavement marking. The large spheres (Federal Spec. Type 4) shall be applied at a rate of 12 pounds per gallon (1.4 kg/L) of epoxy pavement marking material, immediately followed by a second drop of AASHTO M-247 Type 1 glass spheres applied rate of 12 pounds per gallon (1.4 kg/L) of epoxy pavement marking material. This application rate and the following gradation shall conform to FHWA's FP-96: Standard Specifications for Construction of Roads and Bridges on Federal Highway Projects (pages 757-761 Type 3 and Type 4 Beads).
4. The applicator shall be equipped with metering devices or pressure gauges, on the proportioning pumps. Metering devices or pressure gauges shall be visible to the Engineer.
5. The applicator shall be equipped with all the necessary spray equipment, mixers, compressors, and other appurtenances to allow for the placement of epoxy reflectorized pavement markings in a simultaneous sequence of operations as described below in Construction Details, D. Applications of Epoxy Reflectorized Pavement Markings of this Special Provisions.

Construction Details.

A. General: All pavement marking and patterns shall be placed as shown on the Plans or as directed by the Engineer.

Before any pavement markings work is begun, a schedule of operations shall be submitted for the approval of the Engineer. This schedule shall be submitted 2 weeks prior to the application of the striping.

At least five (5) days prior to starting striping the Contractor shall provide the Engineer with the epoxy manufacturer's written instructions for use. These instructions shall include but not be limited to: mixing ratios, application temperatures, and recommendations for use of water spray.

The application of pavement markings shall be done in the general direction of traffic. Striping against the direction of traffic flow shall not be allowed.

The Contractor shall be responsible for removing, to the satisfaction of the Engineer, tracking marks, spilled epoxy or epoxy markings applied in unauthorized areas.

The hot water spray shall not be used in conjunction with markings applications on any pavement surface, or on any existing durable type marking, unless specifically recommended by the manufacturer of the epoxy material.

- B. Atmospheric Conditions: Epoxy pavement markings shall only be applied during conditions of dry weather and on substantially dry pavement surfaces. At the time of installation the pavement surface temperature shall be a minimum of 35°F (2°C) and the ambient temperature shall be a minimum of 35°F (2°C) and rising. The Engineer shall be the sole determiner as to when atmospheric conditions and pavement surface conditions are such to produce satisfactory results.
- C. Surface Preparations: The Contractor shall clean the pavement or existing durable marking to the satisfaction of the Engineer.

Surface cleaning and preparation work shall be performed only in the area of the epoxy markings application.

At the time of application all pavement surfaces and existing durable markings shall be free of oil, dirt, dust, grease and similar foreign materials. The cost of cleaning these contaminants shall be included in the bid price of this item. Also, the item shall include the cost of removal of the curing component in the area of the epoxy markings application, if concrete curing compounds on new portland cement concrete surfaces have been used. Waterblasting will not be permitted for removal.

- D. Application of White/Yellow Epoxy Reflectorized Pavement Markings: White/yellow epoxy reflectorized pavement markings shall be placed at the widths and patterns designated on the Contract Plans.

Markings operations shall not begin until applicable surface preparation work is completed, and approved by the Engineer.

White/yellow epoxy pavement markings shall be applied at a minimum uniform thickness of 20 mils (500 µm) on all Portland cement concrete and bituminous concrete pavement, including Stone Matrix Asphalt.

Large reflective glass spheres (Federal Spec. Type 4) shall be applied at the rate of 12 pounds per gallon (1.4 kg/L) of epoxy pavement marking material, immediately followed by a second drop of AASHTO M-247 Type 1 glass spheres applied at a rate of 12 pounds per gallon (1.4 kg/L) of epoxy pavement marking material. Glass spheres shall uniformly cover the length and width of the pavement marking.

- E. Application of Black Epoxy Contrast Pavement Markings: Black epoxy contrast pavement markings shall be placed at the widths designated on the Contract Plans.

Markings operations shall not begin until applicable surface preparation work is completed, and approved by the Engineer.

Black epoxy contrast pavement markings shall be applied at a minimum uniform thickness of 20 mils (500 µm) on all Portland cement concrete surfaces followed by a single drop of graded black aggregate.

The width of black epoxy line shall be applied for the following situations:

Center Skip Line - On Portland cement concrete pavements a black contrast skip line shall be 10 feet (3 m) in length of the same width as the white epoxy reflectorized skip. It is to lead the white skip and stop at the beginning of the white skip. The black contrast skip is to have a single application of graded black aggregate.

Edge Lines - All edge lines on Portland cement concrete pavements shall have a base of black contrast markings which is 4 inches (100 mm) wider than the reflective white or yellow marking. The black contrast marking is to be applied first with a single drop of graded black aggregate. Once it has cured sufficiently so as not to track, the reflectorized white or yellow line is to be applied on top of it. The reflective line is to be centered along the black contrast line such that a minimum of 2 inches (50 mm) of black contrast marking is visible on either side of the reflective marking.

F. Defective Epoxy Pavement Markings: Epoxy reflectorized pavement markings, which after application and curing are determined by the Engineer to be defective and not in conformance with this specification, shall be repaired. Repair of defective markings shall be the responsibility of the Contractor and shall be performed to the satisfaction of the Engineer as follows:

1. Insufficient film thickness [(less than 20±1 mils (500 µm) as applicable] and line widths; insufficient glass bead coverage or inadequate glass bead retention.

Repair Method: Prepare the surface of the defective epoxy marking by shot blasting, sand blasting, or water blasting. No other cleaning methods will be allowed. Surface preparation shall be performed to the extent that a substantial amount of the reflective glass spheres are removed and a roughened epoxy marking surface remains.

Immediately after surface preparation remove loose particles and foreign debris by brooming or blasting with compressed air.

Repair shall be made by re-stripping over the cleaned surface, in accordance with the requirements of this specification and at a full 20±1 mils (500 µm) minimum line thickness as applicable.

2. Uncured or discolored epoxy (brown patches); insufficient bond to pavement surface (or existing durable marking).

Uncured epoxy shall be defined as applied material that fails to cure (dry) in accordance with the requirements of this specification under MATERIALS, A, 2d. DRYING TIME (FIELD); or applied material that fails to cure (dry) within a reasonable time period under actual field conditions, as defined by the Engineer.

Discoloration (brown patches) shall be defined as localized areas or patches of brown or grayish colored epoxy marking material. These areas often occur in a cyclic pattern and also, often are not visible until several days or weeks after markings are applied.

Repair Method: The defective epoxy marking shall be completely removed and cleaned to the underlying pavement surface to the satisfaction of the Engineer.

The extent of removal shall be the defective area plus any adjacent epoxy pavement marking material extending one foot (300 mm) any direction.

After surface preparation work is complete, repair shall be made by re-applying epoxy over the cleaned pavement surface in accordance with the requirements of this specification.

3. Reflectivity for epoxy resin paint.

After satisfactory completion of all striping work and written notification from the Contractor, the Department shall test the striping to ensure it has the minimum reflectivity. The testing will be completed within 30 calendar days from notification. The Contractor may request that tests be conducted on completed phases or portions of the work. Approval of such a request will be at the discretion of the Engineer. Testing will be done using a Delta LTL 2000 Retrometer (30 meter geometry). Five readings will be taken per line per mile (1.6 km). Projects less than 1 mile (1.6 km) in length will have a minimum of 5 readings per line. These readings will then be averaged for the overall project average.

The required average minimum initial reflectivity reading in millicandellas shall be:

White 450
Yellow 325

Any single reading shall not be less than 350 millicandellas for white and 250 millicandellas for yellow. Without exception, any pavement markings installed that does not meet the above average minimum initial reflectivity numbers shall be removed and replaced, at the installation contractor's expense.

Other defects not noted above, but determined by the Engineer to need repair, shall be repaired or replaced as directed by and to the satisfaction of the Engineer.

All work in conjunction with the repair or replacement of defective epoxy reflectorized pavement markings shall be performed by the Contractor at no additional cost to the State.

Method of Measurement:

The quantity of permanent pavement striping (white, yellow, or black epoxy resin paint) will be measured by the number of linear feet (meters) of pavement striping line and number of square feet (meter) of symbol installed on the pavement and accepted in accordance with the Plans.

Basis of Payment:

The quantity of permanent pavement striping (white, yellow, or black epoxy resin paint) payment will be paid for at the Contract unit price per linear foot (meter) for 4", 6", 8", 10", 12", 16" (100 mm, 150 mm, 200 mm, 250 mm, 300 mm, or 400 mm) line and the Contract unit price per square foot (meter) of symbol. The quantity of permanent pavement marking (white, yellow, or black epoxy resin paint) will be paid for at the Contract unit price per linear foot (meter) of line and the Contract unit price per square foot (meter) of symbol. Price and payment shall include cleaning and preparing the pavement surface, and placing all materials, for all labor, tools, equipment and incidentals necessary to complete the work.

NOTE:

For information only:

The following manufacturers are known to us which manufacturer Epoxy Resin Paint for Pavement Striping. The Department does not endorse or require the use of any of the manufacturers listed below. However, a bidder wishes to use another manufacturer's product, it shall be submitted for review and approval prior to submitting a bid proposal. Should the product be deemed unacceptable by the Department, the successful bidder will be required to use only an approved product.

1. POLY CARB, Inc.
33095 Bainbridge Road
Solon, Ohio 44139
Tel. 1-800-CALLMIX
2. IPS - Ennis Paint
P.O. Box 13582
Research Triangle Park, North Carolina 27709
Tel. 1-877-477-7623

3. Epoplex
One Park Avenue
Maple Shade, NJ 08052
Tel. 1-800-822-6920
4. Or an approved equal.

4/22/2010

760502 - PAVEMENT MILLING, TAPER CUT

Description:

This work consists of furnishing a pavement milling machine and milling or planing the existing bituminous concrete pavement to the average depths and widths in accordance with the locations, notes on the Plans and as directed by the Engineer.

The pavement milling machine shall be one with a proven record for use in milling/planing hot-mix pavement. The Contractor shall reuse, salvage, or dispose of the milled material as indicated on the Plans.

Construction Methods:

Milling and/or planing shall consist of one pass with a specified depth at one edge (face of the curb) and 0 depth at the other edge, or in cases where excessive crown is being removed, the required number of passes to mill a specified depth at the existing road centerline and 0 depth at the edges. The depth shall be as shown on the Plans or as directed by the Engineer.

Method of Measurement:

The quantity of taper cut milling will be measured in square yards per inch of depth (square meters per 25 mm of depth). The average depth shall be determined by either measuring the actual depth removed at face of the curb and dividing by two or measuring the actual depth removed at road centerline and dividing by two, whichever case is applicable.

Basis of Payment:

The quantity of taper cut milling will be paid for at the Contract unit price per square yard per inch of depth (square meter per 25 mm of depth). Price and payment will constitute full compensation for furnishing milling machine with operator and milling/planing the roadway, removal and disposal or salvaging the milled material and for transporting, as indicated on the Plans, for all labor, equipment, tools, and necessary incidentals to complete the work.

10/25/01

760504 - RUMBLE STRIPS, HOT MIX
760506 - RUMBLE STRIPS, CONCRETE

Description:

This work consists of furnishing a pavement cutting machine and cutting rumble strips in bituminous concrete pavement or P.C.C. concrete pavement in accordance with the details and notes on the Plans and as directed by the Engineer.

Construction Methods:

The machine shall be one with a proven record for use in cutting strips in bituminous concrete pavement or P.C.C. concrete pavement. The strips shall be cut in accordance with the dimensions as detailed on the Plans, and materials resulting from cutting the pavement shall be disposed of and the slots shall be properly cleaned. The machine shall produce a smooth cut without tearing or snagging and be equipped with guides to provide uniformity and consistency in alignment of each cut with respect to the roadway.

Method of Measurement:

The quantity of rumble strips will be measured longitudinally along edge of pavement in linear feet (meters) of rumble strip cut in the pavement and accepted.

Basis of Payment:

The quantity of rumble strips will be paid for at the Contract unit price per linear feet (meter). Price and payment will constitute full compensation for furnishing the machine and operator as described herein and cutting the strip slots, for disposing of satisfactorily the discarded materials and cleaning the rumble strip area for all labor, tools, equipment and necessary incidentals to complete the work.

11/8/01

760507 - PROFILE MILLING, HOT-MIX
760508 - PROFILE MILLING, CONCRETE

Description:

This work consists of furnishing a pavement-milling machine or cold planer and planing the existing bituminous concrete pavement or P.C.C. Pavement at the locations and to the nominal depths shown on the Plans and/or as directed by the Engineer to obtain a smooth profile on the existing roadway surface. Unless otherwise noted on the Plans or specifications the Contractor shall reuse, salvage and/or dispose of the milled material.

Equipment:

The milling equipment shall be a commercially designed and manufactured milling machine capable of performing the work in a manner satisfactory to the Engineer. The machine shall be power-operated and self-propelled, shall have sufficient power, traction and stability to remove a thickness of material to a specified depth. In addition, the machine must accurately and automatically establish profile grades by referencing the existing pavement surface. This shall be accomplished by means of 1.) a ski of 30' (9 m) minimum length with an accuracy of $\pm 0.125''$ in 30' (3 mm in 9 m) or 2.) a minimum of three (3) ultra sonic, non-ground contacting sensors with an accuracy of $\pm 0.100''$ in 25' (2.5 mm in 7.5 m). If noted on the Plans, a profile grade shall be established independent of the existing pavement surface. In such case the machine shall be capable of following the independent grade line (e.g. string line). The machine shall have an automatic system for controlling grade elevation and cross slope. The machine shall also be equipped with a means to effectively control dust generated by the cutting operation.

Construction Methods:

The surface resulting from the planing operation shall be in accordance with notes and details on the Plans and shall be characterized by uniform, discontinuous longitudinal striations and shall not be gouged or torn. Imperfections exceeding $5/16''$ (8 mm) at any point along the surface as a result of missing teeth or faulty operation shall be removed by approved methods.

Before opening the milled surface to traffic, all loose material shall be removed from the surface with a power vacuum sweeper.

Whenever the milling operation causes water to pond or lay within the wheelpaths of the roadway the Contractor shall alleviate this problem by cutting bleeders into the shoulder or median to provide positive drainage. Cost for such work will be incidental to this item.

If the road is to remain open to traffic, longitudinal vertical drop-offs in excess of 2" (50 mm) at lane lines or at the centerline shall not be left overnight.

Transverse faces at the beginning and end of the milling operation existing at the end of a work period shall be tapered 20:1 or flatter in a manner approved by the Engineer to avoid a hazard for traffic.

Surface material that cannot be removed by cold planing equipment because of physical or geometrical restraints shall be removed by other methods acceptable to the Engineer.

If independent grade reference is required, it shall be designated in the Plans and/or Contract documents and elevations shall be provided by the Plans or at the direction of the Engineer.

If a severe bump exist in the pavement surface extra effort shall be taken at these locations to improve the profile. Manual changes to the cutter head may be needed at these locations to achieve this. It is the intent to remove bumps and irregularities in the pavement and produce a smooth milled surface for hot-mix resurfacing.

If the existing bituminous surface is over concrete the intent is to remove all of the existing bituminous material to the top of the concrete surface unless otherwise directed by the Plans or the Engineer.

If milling to remove open graded hot mix, the milling operation must remove all of the open graded hot mix from the roadway surface.

Method of Measurement:

The quantity of pavement milling will be measured as the number of square yards per inch (square meters per 25 mm) of depth as shown on the Plans or established by the Engineer. The nominal depth shown on the Plans and initially set on the milling machine, even though it will vary automatically during profiling, will be the depth measured and paid.

Basis of Payment:

The quantity of pavement milling will be paid for at the Contract unit price per square yard per inch (square meter per 25 mm) of depth. Price and payment will constitute full compensation for furnishing an accepted pavement-milling machine and operator, for removal and disposal of the milled material or delivery to a designated site, for transporting equipment, for all labor, tools equipment and incidentals necessary to complete the item.

5/02/02

760511 - BIKE FRIENDLY RUMBLE STRIPS, HOT-MIX
760512 - BIKE FRIENDLY RUMBLE STRIPS, CONCRETE

Description:

This work consists of furnishing a pavement cutting machine and cutting rumble strips in bituminous concrete pavement or P.C.C. concrete pavement in accordance with the details and notes on the Plans and as directed by the Engineer.

Construction Methods:

The machine shall be one with a proven record for use in cutting strips in bituminous concrete pavement or P.C.C. concrete pavement. The strips shall be cut in accordance with the dimensions as detailed on the Plans, and materials resulting from cutting the pavement shall be disposed of and the slots shall be properly cleaned. The machine shall produce a smooth cut without tearing or snagging and be equipped with guides to provide uniformity and consistency in alignment of each cut with respect to the roadway.

Method of Measurement:

The quantity of rumble strips will be measured longitudinally along edge of pavement in linear feet (meters) of rumble strip cut in the pavement and accepted. The 12' bike openings will not be measured for payment.

Basis of Payment:

The quantity of rumble strips will be paid for at the Contract unit price per linear feet (meter) minus the 12' bike openings. Price and payment will constitute full compensation for furnishing the machine and operator as described herein and cutting the strip slots, for disposing of satisfactorily the discarded materials and cleaning the rumble strip area for all labor, tools, equipment and necessary incidentals to complete the work.

1/12/2011

763643 - MAINTENANCE OF TRAFFIC – ALL INCLUSIVE

Description:

This item shall consist of furnishing, installing, maintaining and/or relocating the necessary temporary traffic control devices used to maintain vehicular, bicycle and pedestrian traffic, including persons with disabilities in accordance with the Americans with Disabilities Act, as amended. All work shall be performed in a manner that will provide reasonably safe passage with the least practicable obstruction to all users, including vehicular, bicycle and pedestrian traffic.

All requirements of the Delaware Manual on Uniform Traffic Control Devices (MUTCD), Part 6, herein referred to as the Delaware MUTCD. (latest edition with all revisions made up to the date of Advertisement of this project) shall apply for all temporary traffic control devices. Any, and all, control, direction, management and maintenance of traffic shall be performed in accordance with the requirements of the Delaware MUTCD, notes on the Plans, this specification, and as directed by the Engineer.

The Contractor shall be aware that the Case Diagrams and safety measures outlined in the Delaware MUTCD are for common construction situations and modifications may be warranted based on the complexity of the job. The Contractor shall submit justification for modifications to the Temporary Traffic Control Plan (TTCP) to the Engineer for approval prior to implementation.

The Department reserves the right to impose additional restrictions, as needed, for the operational movement and safety of the traveling public. The Department reserves the right to suspend the Contractor's operations until compliance with the Engineer's directive for remedial action, based on but not limited to the following reasons:

1. The Contractor's operations are not in compliance with the Delaware MUTCD, the specifications or the Plans.
2. The Contractor's operations have been deemed unsafe by the Traffic Safety Engineer or District Safety Officer.

Materials and Construction Methods:

The Contractor shall submit a Temporary Traffic Control Plan (TTCP) or a Letter of Intent to use the Plan recommended Delaware MUTCD Case Diagram(s) at or prior to the pre-construction meeting. The Contractor shall submit the TTCP for all Contractor and subcontractor work to be performed on the project for the Department's approval before the start of work.

When specified by a note in the Plans, the Contractor shall be required to have an American Traffic Safety Services Association (ATSSA) certified Traffic Control Supervisor on the project. The authorized designee must be assigned adequate authority, by the Contractor, to ensure compliance with the requirements of the Delaware MUTCD and provide remedial action when deemed necessary by the Traffic Safety Engineer or the District Safety Officer. The ATSSA certified Traffic Control Supervisor's sole responsibility shall be the maintenance of traffic throughout the project. This responsibility shall include, but is not limited to, the installation, operations, maintenance and service of temporary traffic control devices. Also required is the daily maintenance of a log to record maintenance of traffic activities, i.e., number and location of temporary traffic control devices; and times of installation, changes and repairs to temporary traffic control devices. The ATSSA Traffic Control Supervisor shall serve as the liaison with the Engineer concerning the Contractor's maintenance of traffic. The name, contact number and certification for the designated Traffic Control Supervisor shall be submitted at or prior to the pre-construction meeting. The cost of the ATSSA certified Traffic Control Supervisor shall be incidental to this item.

Temporary traffic control devices shall be maintained in good condition in accordance with the brochure entitled "Quality Guidelines for Temporary Traffic Control Devices", published by the American Traffic Safety Services Association (ATSSA). Any temporary traffic control devices that do not meet the quality guidelines shall be removed and replaced with acceptable devices. Failure to comply will result in work stoppage with time charges continuing to be assessed.

Any existing signs that conflict with any temporary or permanent construction signs shall be covered as needed or as directed by the Engineer. The cost for temporarily covering conflicting signs shall be incidental to this item.

Access to all transit stops located within the project limits shall be maintained unless otherwise directed by the Plans or the Engineer. Maintaining access shall include maintaining an area for the transit vehicle and also an accessible path for pedestrians to safely access the transit stop.

The Contractor shall notify the Engineer, in writing, no less than fourteen (14) calendar days prior to the start of any detour(s) and road closures. The Engineer will notify the following entities:

- Local 911 Center
- Local School Districts
- Local Post Offices
- DelDOT's Transportation Management Center (TMC)
- Town Managers
- Local Police
- DelDOT's Public Relations
- Delaware Transit Corporation (DTC)

Immediately prior to the implementation of any lane or road closures, the Engineer shall notify the DelDOT TMC at (302) 659-4600. Notifications shall also be provided when the closures are lifted. The Engineer shall notify TMC and the District Safety Officer if any lane closures cannot be removed prior to the end of the allowable work hours.

The Contractor shall notify the local 911 center if access to a fire hydrant is temporarily restricted. The Contractor shall provide written confirmation to the Engineer that the local 911 center has been notified.

If a detour is required during any part or the entire period of this Contract, an approved detour plan shall be obtained from the Department's Traffic Safety Section. All signs, barricades and other temporary traffic control devices required as part of the approved detour plan shall be installed and maintained by the Contractor on the route that is closed and on the detour route. Road closures without an approved detour plan shall not be allowed. If a road is closed without an approved detour plan, the Contractor's operations shall be stopped immediately.

The Contractor shall provide and maintain ingress and egress for each property abutting the construction area and each property located between the diversion points of any detour and the actual construction site. Construction activities which may temporarily or otherwise interfere with property access shall be coordinated in advance with the affected property owners.

The Contractor shall conduct construction operations in a manner which will minimize delays to traffic, and shall meet the following requirements:

1. If work is being performed within 200 feet in any direction of an intersection that is controlled by a traffic signal, the flagger(s) shall direct the flow of traffic in concert with the traffic signals in construction areas to avoid queuing, unless active work prohibits such action. The flagger shall direct traffic to prevent traffic from queuing through an intersection (i.e., blocking an intersection). Only a Traffic Officer may direct traffic against the operation of a traffic signal and only until the operation occurring within the intersection is completed.
2. When a lane adjacent to an open lane is closed to travel, the temporary traffic control devices shall be set 2 feet (0.61 m) into the closed lane from the edge of the open lane, unless an uncured patch exists or actual work is being performed closer to the open lane with minimum restriction to traffic.
3. Except for "buffer lanes" on high volume and/or high speed roadways, lanes shall not be closed unless construction activity requiring lane closure is taking place, or will take place within the next hour. Lanes shall be reopened immediately upon completion of the work. Moving operations will require the lane closures be shortened as the work progresses and as traffic conditions warrant to minimize the length of the closure. The Contractor shall conduct construction operations in a manner so as to minimize disruption to traffic during

peak hours and periods of heavy flow. The Department reserves the right to stop or change the Contractor's operations, if in the opinion of the Engineer, such operations are unnecessary at that time or the operations are unnecessarily impeding traffic.

4. Work in the vicinity of traffic signals, shall be scheduled to minimize the time during which the signal is operated without detectors, and prior approval from the Engineer shall be required. TMC shall be notified in advance of cutting a loop detector, and be immediately notified once the loop detector has been reinstalled. The Contractor shall provide sufficient advance notice of the loop detector work with the Engineer to ensure the aforementioned requirements are met.

It is required that all temporary traffic control work and related items shall either be performed entirely by the Contractor's own organization, or totally subcontracted. Maintenance of equipment shall not be subject to this requirement.

Any deficiencies related to temporary traffic control that are reported to the Contractor in writing shall be corrected within 24 hours or as directed by the Engineer. Failure to comply will result in non-payment for those devices that are found to be deficient for the duration of the deficiency. Serious deficiencies that are not corrected immediately shall result in suspension of work until items identified are brought back into compliance.

At the end of each day's work, the Contractor shall correct all pavement edge drop-offs in accordance with Table 6G-1 in the Delaware MUTCD. This corrective work shall be accomplished with Temporary Roadway Material (TRM) unless an alternate method is specified in the Plans. All ruts and potholes shall be filled with TRM as soon as possible but no later than the end of each work day. Placement and Payment of TRM shall be completed in accordance with Section 402 of the Standard Specifications. If temporary elimination of a drop-off hazard cannot be accomplished, then the area should be properly marked and protected with temporary traffic control devices such as temporary barricades, warning signs, flashing lights, etc. as required by Section 6G.21 of the Delaware MUTCD.

All open trench excavation accessible by vehicular traffic must be backfilled prior to the end of each working day. Steel plates shall not be used except in emergency situations and only with prior written approval from the Engineer unless otherwise directed by the Plans.

The Contractor shall submit, at or prior to the preconstruction meeting, detailed drawings including but not limited to existing striping lengths, lane and shoulder widths, turn lane lengths, locations of stop bars, turn arrows, crosswalks and railroad crossings. The drawings shall depict the existing pavement markings for each project location. These drawings will be reviewed by the Department's Traffic Section to determine the need for modification(s) for compliance with the Delaware MUTCD. Temporary pavement markings, on the final pavement surface, shall match the Plan dimensions and layout or the approved drawings of the permanent markings in compliance with Section 3 of the Delaware MUTCD. All conflicting or errant striping shall be removed as directed by the Engineer in compliance with the specifications for Item 748530 (Removal of Pavement Striping).

At the end of each day's operation and before traffic is returned to unrestricted roadway use, temporary striping shall be utilized when the existing pavement is milled and hot mix will not be placed the same day or more than a single course of hot mix is to be placed or permanent roadway striping cannot be placed on the same day as the placement of the final course of hot mix. Placement of temporary striping shall receive prior approval from the Engineer and the contractor shall apply temporary pavement markings in accordance with the requirements of Section 748 of Delaware Standard specifications and the Delaware MUTCD. Payment for temporary pavement striping shall be made at the unit price bid for item 748 - Temporary Striping. Payment for final striping will be included in the applicable striping item.

The Contractor shall have temporary striping/delineating materials (such as raised markers, tape, and other approved materials) available at the job site for verification by the Department prior to starting the hot-mix paving operation on roads to be immediately opened to traffic. These materials shall be used by the Contractor for temporary markings if he/she fails to apply temporary marking paint, etc., as required by the Delaware MUTCD. No paving operations on roads to be immediately opened to traffic will be allowed unless such verification has been made for the availability of the materials at the job site.

Certification:

Temporary traffic control devices used on all highways open to the public in this State shall conform to the Delaware MUTCD. All devices shall be crashworthy in accordance with the National Cooperative Highway Research Program (NCHRP) Report 350, the memorandum issued August 28, 1998 by The USDOT Federal Highway Administration, and/or in accordance with the latest edition of the Manual for Assessing Safety Hardware (MASH), published by the American Association of State Highway and Transportation Officials (AASHTO).

The Contractor shall submit certification for temporary traffic control devices or vendors used specifically on this project at or prior to the pre-construction meeting.

Certification of compliance with NCHRP report 350 and/or MASH is required for the following categories of temporary traffic control devices:

Category I contains small and lightweight channelizing and delineating control devices which includes cones, tubular markers, flexible delineator post and drums, all without any accessories or attachments.

Category II includes temporary traffic control devices that are not expected to produce significant vehicular velocity changes to impacting vehicles. These devices which shall weigh 45 kg or less, include Type I, II and III barricades, portable sign supports with signs, and intrusion alarms. Also included are drums, cones, and vertical panels with accessories or attachments.

Category III includes temporary traffic control devices that are expected to cause significant vehicular velocity changes to impacting vehicles. These devices which weigh more than 45 kg include temporary barrier, temporary impact attenuators, and truck-mounted attenuators.

Category IV includes portable or trailer-mounted devices such as arrow panels, variable message signs, temporary traffic signals and temporary area lighting.

For Category I devices, the manufacturer or Contractor may self-certify that the devices meet the NCHRP-350 and/or MASH criteria. The Contractor shall supply the Federal Highway Administration's NCHRP-350 and/or MASH acceptance letter for each type of device that falls under Category II and III devices.

Basis of Payment:

Payment will be made at the Lump Sum price for "Maintenance of Traffic", for which price and payment constitutes full compensation for all maintenance of traffic activities accepted by the Engineer, which shall include the cost of furnishing and relocating permanent and temporary traffic control signs, traffic cones or drums, submission of temporary traffic control plan(s), submission of existing pavement marking drawings, submission of all required certifications, labor, equipment and incidentals necessary to complete the item. Payment to furnish and maintain other temporary traffic control devices including but not limited to Portable P.C.C. Safety Barrier, Truck Mounted Attenuators, Portable Changeable Message Signs, Arrow Panels and Portable Light Assemblies will be made at the contract unit price for each item.

NOTE

If the Contractor does not complete the Contract work within the Contract completion time (including approved extension time), the Contractor shall be responsible for providing the necessary temporary traffic control devices that are required to complete any remaining work. The costs of such temporary traffic control shall be borne by the Contractor. No additional payment will be made to the Contractor to maintain traffic in accordance with the Delaware MUTCD, contract plans and specifications. Temporary traffic control items include, but not be limited to, warning lights, warning signs, barricades, plastic drums, P.C.C. safety barrier, flaggers, traffic officers, arrow panels, message boards, and portable impact attenuators.

2/21/2011



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

CAROLANN WICKS, P.E.
SECRETARY

UTILITY STATEMENT

STATE CONTRACT No. T201106104
Project I.D. No. 11-06104
Pavement & Rehabilitation, North IV, 2011

NEW CASTLE COUNTY

The following utilities maintain facilities within the limits of this project:

AT & T
Delmarva Power (Electric)
Delmarva Power (Gas)
Verizon Delaware LLC
Comcast Cablevision of Delmarva
Artesian Water Company, Inc.
New Castle County Department of Special Services
Verizon Business
AboveNet
City of Wilmington, Department of Public Works
Level 3 Communications
United Water of Delaware

No utility relocation involvement is anticipated, should any conflicts be encountered during construction requiring adjustment and/or relocation to the aforementioned utilities' existing facilities, the necessary relocation work shall be accomplished by the respective agencies, as directed by the District Engineer.

Any adjustments and/ or relocations of municipally owned sewer or water facilities shall be done by the State's contractor in accordance with the respective agencies' standard specifications as directed by the District Engineer.

General Notes

1. The Contractor's attention is directed to Section 105.09 Utilities, Delaware Standard Specifications, August 2001. The Contractor shall contact Miss Utility (1-800-282-8555) two working days prior to any excavation. The Contractor is responsible for the support and protection of all utilities when excavating. The Contractor is responsible for ensuring proper clearances, including safety clearances, from overhead utilities for construction equipment. The Contractor is advised to check the site for access purposes for his equipment and, if necessary, make arrangements directly with the utility companies for field adjustments for adequate clearances.



2. It is understood and agreed that the Contractor has considered in his bid all permanent and temporary utility appurtenances in their present and relocated positions as shown on the plans or described in the Utility Statement or are readily discernible and that no additional compensation will be allowed for any delays, inconvenience, or damage due to any interference from the utility facilities and appurtenances or the operation of moving them, except that the Contractor may be granted an equitable extension of time.
3. Coordination and cooperation among the Utility Companies and the State's Contractor are of prime importance. Therefore, the Contractor is directed to contact the following Utility Company representatives with any questions regarding this work prior to submitting bids and work schedules. Proposed work schedules should reflect the Utility Companies' proposed relocations. The Utility Companies do not work on weekends or legal holidays.

Louis Marello	AT&T Corporation	(973) 927-1114
Kurt Lehman	Delmarva Power, Electric	(302) 283-5869
Ted Waugh	Delmarva Power, Gas	(302) 429-3706
George Zang	Verizon Delaware Inc.	(302) 422-1238
Jim Spencer	Comcast Cablevision of Delmarva	(302) 672-5940
James Straight	Artesian Water Company, Inc.	(302) 453-6198
Kevin Penozza	N.C.C. Dept. of Spec. Services	(302) 395-5723
Mark Killian	Verizon Business	(410) 314-2632
Chris Riccuiti	AboveNet	(215) 651-4904
Kash Srinivasan	City of Wilmington	(302) 576-3069
Phillip Cabaron	Level 3 Communications	(215) 829-4718
John Licht	United Water of Delaware	(302) 633-5905

DIVISION OF TRANSPORTATION SOLUTIONS

1-31-11

DATE



UTILITY ENGINEER

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

CERTIFICATE OF RIGHT-OF-WAY STATUS

STATE PROJECT NO. T201106104

F.A.P. No. N/A for R/W

PAVEMENT & REHABILITATION, NORTH IV, 2011

NEW CASTLE COUNTY

Certificate of Right-of-Way Status – 100%

As required by 23CFR Part 635, all necessary right of way has been acquired in accordance with current State/Federal rules and regulations covering the acquisition of real property.

This is to certify that all project rights of way is currently available in accordance with the project right-of-way plans.

It is further certified that there were no individuals or families displaced by this project. Therefore the provisions of 49 CFR Part 24 is not applicable to the project.

There are no improvements to be removed or demolished as part of this project.

REAL ESTATE SECTION

/s/

Carol V. O'Donoghue
Assistant Chief, Real Estate

February 2, 2011



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

CAROLANN WICKS, P.E.
SECRETARY

January 26, 2011

ENVIRONMENTAL REQUIREMENTS

FOR

State Contract No. T201106104
Federal Aid No.: None

Contract Title: Pavement and Rehabilitation, North IV, 2011

In accordance with the procedural provisions for implementing the National Environmental Policy Act of 1969, as amended, the referenced project has been processed through the Department's Environmental Review Procedures and has been classified as a Level D/ Class II Action.

Due to the nature of the proposed construction activities, permits are not required for this project. However, the following construction requirements and special provisions have been developed to minimize and mitigate impact to the surrounding environs. These requirements by DeIDOT not specified within the contract, but listed below, are the responsibility of the contractor and is subject to risk of shut down at the contractor's expense if not followed.

GENERAL REQUIREMENTS:

1. All construction debris, excavated material, brush, rocks, and refuse incidental to such work shall be placed either on shore above the influence of flood waters or on some suitable dumping ground.
2. That effort shall be made to keep construction debris from entering adjacent waterways or wetlands. Any debris that enters those areas shall be removed immediately.
3. The disposal of trees, brush, and other debris in any stream corridor, wetland, surface water, or drainage area is prohibited.



Sealed and dated this _____ day of _____ in the year of our Lord two thousand and _____
_____ (20__).

Name of Bidder (Organization)

Corporate
Seal

By:

Authorized Signature

Attest _____

Title

SWORN TO AND SUBSCRIBED BEFORE ME this ____ day of _____, 20__.

Notary
Seal

Notary

BID BOND

TO ACCOMPANY PROPOSAL
(Not necessary if security is used)

KNOW ALL MEN BY THESE PRESENTS That: _____
of _____ in the County of _____ and State of _____
as **Principal**, and _____ of _____ in the
County of _____ and State of _____ as **Surety**, legally authorized to do business in the State of
Delaware ("**State**"), are held and firmly unto the **State** in the sum of _____
Dollars (\$ _____), or _____ percent not to exceed _____
Dollars (\$ _____) of amount of bid on Contract
No. T201106104.01 , to be paid to the **State** for the use and benefit of its Department of Transportation
("**DeIDOT**") for which payment well and truly to be made, we do bind ourselves, our and each of our heirs,
executors, administrators, and successors, jointly and severally for and in the whole firmly by these presents.

NOW THE CONDITION OF THIS OBLIGATION IS SUCH That if the above bounden **Principal**
who has submitted to the **DeIDOT** a certain proposal to enter into this contract for the furnishing of certain
materiel and/or services within the **State**, shall be awarded this Contract, and if said **Principal** shall well and
truly enter into and execute this Contract as may be required by the terms of this Contract and approved by
the **DeIDOT**, this Contract to be entered into within twenty days after the date of official notice of the award
thereof in accordance with the terms of said proposal, then this obligation shall be void or else to be and
remain in full force and virtue.

Sealed with _____ seal and dated this _____ day of _____ in the year of our Lord two thousand and
_____ (20____).

SEALED, AND DELIVERED IN THE
presence of

Name of Bidder (Organization)

Corporate
Seal

By: _____

Authorized Signature

Attest _____

Title

Name of **Surety**

Witness: _____

By: _____

Title

**CANNOT BE
USED FOR
BIDDING**

