

STATE OF DELAWARE



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You must request a CD from
DelDOT in order to bid.

DEPARTMENT OF TRANSPORTATION

BID PROPOSAL

for

CONTRACT T201806202.01

Pavement & Rehabilitation, Kent II, (Micro Surfacing Replacement) 2018

Kent County

ADVERTISEMENT DATE: August 20, 2018

COMPLETION TIME: 180 Calendar Days

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

Bids will be received in the Bidder's Room at the Delaware Department of Transportation's Administration Building, 800 Bay Road, Dover, Delaware prior to 2:00 P.M. local time September 18, 2018

Contract No.T201806202.01

Pavement & Rehabilitation, Kent II, (Micro Surfacing Replacement) 2018
Kent County

GENERAL DESCRIPTION

LOCATION

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

DESCRIPTION

The improvements consist of furnishing all labor and materials for this contract. This project will consist of pavement milling, asphalt mix patching, asphalt mix overlay and pavement markings and other incidental construction in accordance with the location, notes and details shown on the plans and as directed by the Engineer.

COMPLETION TIME

All work on this contract must be complete within 180 Calendar Days. It is the Department's intent to issue a Notice to Proceed such that work starts on or about November 12, 2018.

PROSPECTIVE BIDDERS NOTES:

1. BIDDERS MUST BE REGISTERED with DeIDOT and request a cd of the official plans and specifications in order to submit a bid. Contact DeIDOT at dot-ask@state.de.us, or (302) 760-2031. Bids will be received in the Bidder's Room at the Delaware Department of Transportation's Administration Building, 800 Bay Road, Dover, Delaware prior to 2:00 P.M. local time September 18, 2018 unless changed via addendum.
2. QUESTIONS regarding this project are to be e-mailed to dot-ask@state.de.us no less than six business days prior to the bid opening date in order to receive a response. Please include T201806202.01 in the subject line. Responses to inquiries are posted on-line at <http://www.bids.delaware.gov>.
3. THE BID PROPOSAL incorporates a cd containing **Expedite, version 5.9a** and its installation file. Bidders are to use the cd provided to enter their bid amounts into the Expedite file. The Expedite bid file must be printed and submitted in paper form along with the cd and other required documents prior to the Bid due date and time.
4. SURETY BOND - Each proposal must be accompanied by a deposit of either surety bond or security for a sum equal to at least 10% of the bid.
5. DRUG TESTING - Regulation 4104; The state Office of Management and Budget has developed regulations that require Contractors and Subcontractors to implement a program of mandatory drug testing for Employees who work on Large Public Works Contracts funded all or in part with public funds pursuant to 29 Del.C. §6908(a)(6). **Refer to the full requirements by following the below link:** <http://regulations.delaware.gov/register/september2015/final/19%20DE%20Reg%20207%2009-01-15.htm>
Regulation was revised for projects advertised beginning 01/01/18. Please review the revised regulation for details. Note a few of the requirements;
 - * At bid submission - Each Contractor must submit with the bid *a single signed affidavit certifying that the Contractor and Subcontractor(s) has in place or will implement during the entire term of the contract a Mandatory Drug Testing Program that complies with the regulation;*
 - * At least Two business days prior to contract execution - The awarded Contractor shall provide to DeIDOT copies of the Employee Drug Testing Program for the Contractor, and any other listed Subcontractors;
 - * ~~Testing Report Forms shall be submitted to DeIDOT monthly. No longer required.~~
 - * Subcontractors - Contractors that employ Subcontractors on the job site may do so only after submitting a copy of the Subcontractor's Employee Drug Testing Program along with the standard required subcontractor information. A Subcontractor shall not commence work until DeIDOT has approved the subcontractor in writing;
 - * Penalties for non-compliance are specified in the regulation.
6. NO RETAINAGE will be withheld on this contract.

7. EXTERNAL COMPLAINT PROCEDURE can be viewed on DelDOT's Website [here](#), or you may request a copy by calling (302) 760-2555.
8. REMINDER; A copy of your firm's Delaware Business License must be submitted with your bid.
9. AUGUST 2016 STANDARD SPECIFICATIONS apply to this contract. The Contractor shall make himself aware of any revisions and corrections (Supplemental Specifications, if any) and apply them to the applicable item(s) of this contract. The 2016 Standard Specifications can be [viewed here](#).
- 9a. FLATWORK CONCRETE TECHNICIAN CERTIFICATION TRAINING:
Section 501.03, 503.03, 505.03, 610.03, 701.03 and 702.03 of the 2016 Standard Specifications require contractor's to provide an American Concrete Institute (ACI) or National Ready Mix Concrete Association (NRMCA) certified concrete flatwork technician to supervise all finishing of flatwork concrete. Concrete flatwork certification will be effective starting on June 1, 2018.
10. **BREAKOUT SHEETS** MUST be submitted either with your bid documents; or within seven (7) calendar days following the bid due date by the lowest apparent bidder. Refer to instructions adjacent to the Breakout Sheets in this document.

**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.

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GENERAL NOTICES

SPECIFICATIONS:

The specifications entitled "Standard Specifications for Road and Bridge Construction, August, 2016", hereinafter referred to as the Standard Specifications, and Supplemental Specifications, the Special Provisions, notes on the Plans, this Bid Proposal, and any addenda thereto shall govern the work to be performed under this contract. The Specifications and any Supplemental Specifications can be [viewed here](#).

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.

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) states;

- 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, sexual orientation, gender identity 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, sexual orientation, gender identity 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, sexual orientation, gender identity or national origin.
3. The contractor will ensure employees receive equal pay for equal work, without regard to sex. Employee pay differential is acceptable if pursuant to a seniority system, a merit system, a system which measures earnings by quantity or quality of production, or if the differential is based on any other factor other than sex.

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.

CONTRACTOR / SUBCONTRACTOR LICENSE: 29 DEL. C. §6967:

(b) No agency shall accept a proposal for a public works contract unless such contractor has provided a proper and current copy of its occupational and/or business license, as required by Title 30, to such agency.

(c) Any contractor that enters a public works contract must provide to the agency to which it is contracting, within 30 days of entering such public works contract, copies of all occupational and business licenses of subcontractors and/or independent contractors that will perform work for such public works contract. However, if a subcontractor or independent contractor is hired or contracted more than 20 days after the contractor entered the public works contract the occupational or business license of such subcontractor or independent contractor shall be provided to the agency within 10 days of being contracted or hired.

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.

RIGHT TO AUDIT

The Department shall have the right to audit the books and records of the contractor or any subcontractor under this contract or subcontract to the extent that the books and records relate to the performance of the contract or subcontract. The books and records shall be maintained by the contractor for a period of 3 years from the date of final payment under the prime contract and by the subcontractor for a period of 3 years from the date of final payment under the subcontract (29 Del.C. §6930)

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.

REQUIREMENT BY DEPARTMENT OF LABOR FOR SWORN PAYROLL INFORMATION

Title 29 Del.C. §6960 stipulates;

(b) Every contract based upon these specifications shall contain a stipulation 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. The specifications shall further stipulate 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.

(c) Every contract based upon these specifications shall contain a stipulation that sworn payroll information, as required by the Department of Labor, be furnished weekly. The Department of Labor shall keep and maintain the sworn payroll information for a period of 6 months from the last day of the work week covered by the payroll.

Bidders are specifically directed to note the Department of Labor's prevailing wage regulations implementing §6960 relating to the effective date of the wage rates, at Section 6.3, 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."

Contractor may contact:

Department of Labor, Division of Industrial Affairs, 4425 N. Market Street, Wilmington, DE 19802
Telephone (302) 761-8200.

STATE OF DELAWARE
 DEPARTMENT OF LABOR
 DIVISION OF INDUSTRIAL AFFAIRS
 OFFICE OF LABOR LAW ENFORCEMENT
 PHONE: 302 761 8200

Mailing Address:
 4425 North Market St., 3rd Fl
 Wilmington, DE 19802

Located at:
 4425 North Market St., 3rd Fl
 Wilmington, DE 19802

PREVAILING WAGES FOR HIGHWAY CONSTRUCTION EFFECTIVE MARCH 15, 2018

CLASSIFICATION	NEW CASTLE	KENT	SUSSEX
BRICKLAYERS	53.89	53.89	53.89
CARPENTERS	54.62	54.81	43.57
CEMENT FINISHERS	34.63	34.85	27.71
ELECTRICAL LINE WORKERS	24.02	46.36	22.69
ELECTRICIANS	68.70	68.70	68.70
IRON WORKERS	63.68	25.48	27.06
LABORERS	43.30	40.70	39.95
MILLWRIGHTS	17.20	16.69	14.41
PAINTERS	68.79	68.79	68.79
PILEDRIVERS	70.92	25.36	28.77
POWER EQUIPMENT OPERATORS	45.46	42.29	38.73
SHEET METAL WORKERS	24.30	21.68	19.64
TRUCK DRIVERS	38.49	30.14	36.72

CERTIFIED: 08/14/2018

BY: [Signature] on behalf of Julie Restoff
 ADMINISTRATOR, OFFICE OF LABOR LAW ENFORCEMENT

NOTE: THESE RATES ARE PROMULGATED AND ENFORCED PURSUANT TO THE PREVAILING WAGE REGULATIONS ADOPTED BY THE DEPARTMENT OF LABOR ON APRIL 3, 1992.

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 302 761 8200

NON-REGISTERED APPRENTICES MUST BE PAID THE MECHANIC'S RATE.

PROJECT: T201806202.01 Pavement and Rehabilitation Kent II Micro surface replacement, Kent County

SPECIAL PROVISIONS

401502 - ASPHALT CEMENT COST ADJUSTMENT

For Sections 401, 402 and 403, 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 link for the [posting is here](#).

The Project Asphalt Cement Base Price will be the Delaware Posted Asphalt Cement Price in effect on the date of advertisement.

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 using the weight of eligible asphalt that is shown on the QA/QC pay sheets as a percentage for the delivered material.

If the mix was not inspected and no QA/QC pay sheet was generated, then the asphalt percentage will be obtained from the job mix formula for that mix ID.

The asphalt percentage eligible for cost adjustment shall only be the virgin asphalt cement added to the mix.

There shall be no separate payment per ton cost of asphalt cement. That cost shall be included in the various unit prices bid per 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 per ton for the project will be the Delaware Posted Asphalt Cement Price in effect on the date of project advertisement.

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 or more of hot-mix bid quantity in case of Sections 401, 402 and 403.

5/05/15

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 opportunities 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 ½" 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:

$$\text{Estimated Tonnage} = [(L * W * T) * \text{Rice} * 62.4 \text{ (lb/ft}^3\text{)} * (0.0005 \text{ tons/12 in})]$$

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

401582 - ASPHALT RUBBER BITUMINOUS CONCRETE

Description:

Asphalt Rubber Bituminous Concrete consists of furnishing and mixing gap graded aggregates and asphalt-rubber binder, spreading, and compacting the mixture as shown in the Contract documents or as directed by the Engineer. The requirements of Section 401 Bituminous Pavement and Special Provision 401699 shall apply except as modified herein.

Materials:

Asphalt Binder. The asphalt binder shall meet the requirements of Superpave performance grade asphalt as referenced in the Contract documents, according to AASHTO M332 PG 64E-22,

Asphalt-Rubber Binder. Shall be terminal blend, which incorporates 6-7% ground tire rubber in the asphalt. Such that the rubber is solubilized and does not separate.

The Contractor may elect to use additives to the liquid blend to increase workability. Proposed additives must be included in the submission of the proposed binder mix and approved by the Engineer prior to production.

At least two weeks before its intended use, the Contractor shall furnish samples of the asphalt-rubber binder proposed for use on the project to the Engineer. The samples shall consist of 4 one-quart size cans of the asphalt-rubber binder.

The method and equipment for combining the rubber and paving asphalt shall be so designed and accessible that the Engineer can readily determine the percentage by weight for each material being incorporated into the mixture.

Job Mix Formula. The mix shall conform to the gradation requirements detailed in Table A:

Table A - Mix Gradation

Sieve Designation	Percent by Mass Passing	Tolerances
19.0 mm (3/4")	100	±0
12.5 mm (1/2")	90 - 100	±6
9.5 mm (3/8")	50 - 80	±6
4.75 mm (#4)	20 - 35	±6
2.36 mm (#8)	16 - 24	±4
0.075 mm (#200)	8 -11	±2

All fine and coarse aggregate must be non-carbonate.

The mix shall satisfy the following criteria:

Property	Criteria
Air Voids	4% ± 2
Voids in Mineral Aggregates (VMA)	18% ± 1.5
Draindown	0.3 % maximum
RAP/RAS	0%

The mix design shall be submitted to the Engineer for approval at least 14 calendar days prior to production.

Production:

Equipment utilized in the proportioning of asphalt-rubber binder shall include the following:

1. An asphalt-heating tank with hot oil heat transfer to heat the asphalt to the necessary temperature before blending with the granulated rubber. This unit shall be equipped with a thermostatic heat control device.
2. A mechanical blender for proper proportioning and thorough mixing of the asphalt and rubber. This unit shall have both an asphalt totalizing meter (gallons) and a flow rate meter (gallons per minute).
3. An asphalt-rubber binder storage tank equipped with a heating system to maintain the proper temperature of the binder and internal mixing unit capable of maintaining a homogeneous mixture of asphalt and rubber.

When continuous mixing type asphalt production plants are used to produce the asphalt rubber bituminous concrete, the asphalt-rubber binder shall be proportioned by an asphalt meter of the mass flow, Coriolis effect type.

Construction Methods:

The mixing, hauling, placement, and compaction of this mix shall be as per the applicable sub-sections of 401 Bituminous Pavement except as modified herein.

This mix shall be placed at a minimum atmospheric and pavement surface temperatures of 55°F. Spread (lay down) temperature for this mix is specified as 290°F to 325°F.

Hauling Units:

Hauling units shall be as specified in Section 401.03 and the following:

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

The haul trucks shall deliver the mix to a material transfer device capable of continuously re-mixing and/or re-blending the material internally to ensure that the mix 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.

Method of Measurement:

The method of measurement is per ton placed and accepted by the Engineer. The demonstration will not be measured for payment unless all Specifications are met.

Basis of Payment:

The Basis of Payment will be for the accepted quantity of asphalt rubber bituminous concrete pavement at the Contract unit price per ton for furnishing, preparing, hauling, and placing all materials, including tack coat; for removing material from around manholes, drainage inlets, valves, and similar features; for removing and replacing excess asphalt cement; and for all labor, equipment, tools, and incidentals required to complete the work, including the correction of defective work for the demonstration.

Basis of Payment will also include applicable pay adjustments per 401699, except plant production is tested in 250 ton sub-lots.

401696 – ENTRANCE, DRIVEWAY AND INTERSECTING STREET PAVING SURCHARGE

Description:

To compensate for work associated with paving the tie-ins at entrances, driveways and intersecting streets when such work cannot be completed as part of the mainline (roadway, auxiliary lanes, shoulder) paving operation. The surcharge limits will extend from the outermost roadway element to the point of tie-in as directed by the Engineer with the following exceptions.

No Surcharge will be paid:

1. When the tie-in does not exceed three feet from the outermost roadway element.
2. For paving any portion of a tie-in which exceeds 100 feet from the outermost roadway element. The entire tie-in section will be performed under normal paving operations.
3. When the intersecting street is to be paved under the same Contract.
4. For paving of auxiliary lanes and crossovers in the median of divided highways.

Method of Measurement:

The quantity of entrance, driveway and intersecting street paving surcharge will be measured as the actual number of tons of bituminous concrete placed and accepted in entrances, driveways and intersecting streets as described in this item.

Basis of Payment:

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

10/12/17

503503 - PATCHING CONCRETE

Description:

This item consists of furnishing and placing Portland Cement Concrete, conforming to the requirements of Section 503 of the Standard Specifications and/or as modified herein under this Contract. After removal of the existing P.C.C. pavement, if the base material is unsuitable or washed out, the unsuitable material shall be excavated and the void replaced with the same concrete used in the patch area. This additional depth shall not exceed 6" from the bottom of the existing P.C.C. Pavement. Excessive moisture remaining after excavation, shall require construction of a pipe underdrain system, when directed by the Engineer and as shown on the Plans. All excavation below the bottom of existing pavement shall be paid for under the item "Undercut Excavation, Patching".

This item may also be used in areas of composite pavements (hot-mix over concrete) if the Contractor elects to pour concrete patch flush with existing hot-mix pavement to eliminate grade differential. This additional depth shall be as directed by the Engineer, but shall not exceed 6" in depth.

Method of Measurement:

The quantity of concrete patching will be measured as the actual number of square yards per inch of thickness of additional thickness either above or below the existing concrete pavement. The area measured shall be the square yards on the surface of the base course and the depth measured in inches from either top or bottom of the original P.C.C. pavement as determined from the adjacent pavement. The depth shall be as directed by the Engineer, but shall not exceed 6" in measurement or payment.

Basis of Payment:

The quantity of concrete patching will be paid for at the Contract fixed price of \$5.65 per square yard per inch of thickness. Price and payment will constitute full compensation for furnishing and placing additional depth of concrete as described above, for all labor, tools, equipment, and incidentals to complete the item.

NOTE

Also, under the items 503001 - Patching P.C.C. Pavement, 6' to 15', Type A and 503002 - Patching P.C.C. Pavement, Greater than 15' to 100', Type B, the Contractor shall be paid for the additional thickness of concrete actually poured in the field above the thickness specified on the P.C.C. Patching Plans at a fixed rate of \$5.65 per square yard per inch of thickness.

4/07/17

602504 - CONVERTING EXISTING CATCH BASIN TO DRAINAGE INLET

Description:

This work consists of furnishing all materials, constructing, performing necessary repairs and installing a standard drainage inlet top unit on the designated existing PWBD Type Catch Basins in accordance with the locations, notes and details shown on the Plans, and as directed by the Engineer.

Materials:

Portland Cement Concrete shall conform to the requirements of Section 1022, Class B.

Mortar shall conform to the requirements of Section 619.

Brick shall conform to the requirements of Section 619 or shall be concrete brick conforming to the requirements of ASTM C 139, except absorption shall not exceed 15 lb/ft³.

Select borrow, used as backfill, shall conform to the requirements of Subsection 209, Borrow Type C.

Concrete block shall conform to the requirements of Section 1022.

The bar reinforcement shall conform to the requirements of Section 611.

Construction Methods:

The Contractor and the Engineer will inventory the catch basins to determine which ones are to be converted. The Contractor will verify the dimensions of the existing catch basins, in the field, prior to fabrication of the precast drainage inlet top units. The designated existing catch basins, including the concrete curb portion of the catch basin, shall be adjusted to the required vertical grade. Catch basins shall be converted and repaired prior to the paving operations. The concrete portion of the existing catch basin shall be removed and converted. Covers of the catch basins shall be removed so that the Engineer can inspect the catch basins. The reinforced concrete construction shall be constructed according to the requirements of Section 610. Precast drainage inlet top units shall be constructed as shown on the Plan Detail. Any castings shall be placed on a full mortar bed, as required. At the direction of the Engineer, all reinforced concrete or masonry found to be in poor condition shall be rebuilt using materials conforming to the original structure's dimensions and construction type. The curb portion of the new drainage inlet shall be cast in place to match the adjacent curb. Excavation shall be made to the required depth necessary to perform the conversion and necessary repairs. The materials necessary to be excavated to perform the work under this Section shall be removed from the site. All such excavations shall be backfilled with select borrow by methods conforming to the requirements of Section 602.

Method of Measurement:

The quantity of catch basins converted and repaired will be measured as the actual number of each converted, repaired and accepted.

Basis of Payment:

The quantity of Converting Existing Catch Basins to Drainage Inlet will be paid for at the Contract unit price for each catch basin converted and repaired from the top of grate (or cover) to a depth of 3' below. Repairs that extend below a depth of 3', but not more than 4 ½' will be paid for at one and one-quarter times the unit price. Repairs that extend below a depth of 4 ½' will be paid for at one and one-half times the unit price. Price and payment will constitute full compensation for excavating, backfilling to the required grade, compacting, and disposing of materials, for salvaging and delivering the PWBD grates as directed; for converting the structure top units; for furnishing and placing all materials, including replacement of the concrete curb portion of drainage inlets and all mortar repair; and for all labor, equipment, tools and incidentals required to complete the work.

6/27/17

763621 - CONSTRUCTION ENGINEERING, REHABILITATION

Description:

Collect survey information and provide layout as described in this provision and as noted on the Plans. Assume full responsibility for any errors and/or omissions in the work of all engineering staff employed.

Provide and have available for the project adequate engineering staff that is:

1. Competent and experienced to set lines and grades needed to construct the project;
2. Able to perform the work to the scope and magnitude outlined herein.

Construction Engineering functions and requirements:

1. Provide all necessary surveying equipment required for all engineering work on the project.
 - a. Check all equipment/instruments prior to use on the project.
 - b. Immediately replace or recalibrate equipment found to be out of adjustment or inadequate to perform its function to the satisfaction of the Engineer.
2. Perform all computations necessary to establish the exact position of the work from control points and preserve.
 - a. Maintain adequate workbooks of all computations survey notes and other records.
 - b. Make available to the Department, neat and legible, all computations, survey notes and other records necessary to accomplish the work.
3. Preliminary topographic survey for all proposed curb ramps locations identified in the Plans and the layout of grade information provided by the Engineer for curb ramp construction;
4. Obtain topographic information a minimum of 25' in each direction from the back of curb where the curb ramp is proposed;
 - a. Grades for the edge of pavement, gutter line (if applicable), top of curb, front and back edge of sidewalk, existing obstructions such as utility poles, junction wells, traffic poles and cabinets, manholes, valves, fire hydrants, drainage inlets, steps, retaining walls, building faces or other obstructions that are directly adjacent or within the proposed curb ramp limits.
 - b. Collect data in a format that is compatible with DelDOT Design Standards and submit to the Engineer for evaluation curb ramps that are located in areas with multiple obstructions, limited area, or other unique characteristics that require more detailed layout. The Engineer will provide the final grades for construction of these curb ramps.
3. Establish necessary grades to ensure all proposed curb ramps, roadways or ditches, installation of drainage structures, or other items of work as determined by the Engineer, have positive drainage;

Note:

Professional services performed under this item by individuals/firms other than the Contractor are not subject to the subcontracting requirements of Subsection 108.01 of the Standard Specifications.

Method of Measurement:

The quantity of Construction Engineering - Rehabilitation will be measured as the actual number of hours the Contractor's survey crew is in the field actively engaged in Construction Engineering – Rehabilitation Work.

Basis of Payment:

The quantity of Construction Engineering – Rehabilitation will be paid for at the Contract unit price per hour. Price and payment constitutes full compensation for furnishing all labor, equipment, instruments, stakes, and other material necessary to satisfactorily complete the work as herein described under this item.

3/16/17

801500 - 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 403 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 817031 - 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 817 of Delaware Standard specifications and the Delaware MUTCD. Payment for temporary pavement striping shall be made at the unit price bid for item 817 - 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.

Travel lane and ramp closings on multilane highways and Interstates shall not be permitted during the following holiday periods:

- December 24 through December 27 (Christmas Day)
- December 31 through January 3 (New Years Day)
- Friday prior to Easter through Easter Sunday
- Thursday prior to Memorial Day through the Tuesday following Memorial Day
- Dover International Speedway Race Weekends (Thursday prior to the race event through the day after the race event)
- July 3 through July 5 (Independence Day)
- Thursday prior to Labor Day through the Tuesday following Labor Day
- Wednesday prior to Thanksgiving Day through the Monday following Thanksgiving Day

Additional time restrictions may apply as noted in the project plans or as directed by the Engineer. Any requests to waive any restrictions must be made in writing to the Engineer for review and approval. A copy of the request shall be provided to the District Safety Officer for review.

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 100 pounds 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 100 pounds 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.

10/5/16



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

JENNIFER COHAN
SECRETARY

UTILITY STATEMENT
05 June, 2018
STATE CONTRACT # T201806202
F.A.P. # NONE
P6# 18-06202
PAVEMENT & REHABILITATION, KENT II,
(MICRO SURFACE REPLACEMENT), 2018
KENT COUNTY, DE

Locations:

- Location 1 – Westville Rd (1) from Maryland State Line to Mahan Corner Rd.
- Location 2 – Westville Rd (2) from Mahan Corner Rd to Tower Rd.
- Location 3 – Westville Rd (3) from Tower Rd to Hazletville Rd.
- Location 4 – Westville Rd (4) from Hazletville Rd to Mechanic St (Wyoming).
- Location 5 – Hazletville Rd from Westville Rd to Rose Valley School Rd.
- Location 6 – Arthursville Rd (1) from Maryland State Line to DE44, Main St (Hartly).
- Location 7 – Arthursville Rd (2) from DE44, Main St (Hartly) to DE300, Sudlersville Rd.

Scope of work:

This contract consists of; asphalt pavement patching, P.C.C. patching, milling of existing pavement, asphalt pavement overlay, construct ADA compliant curb ramp at intersecting side streets, upgrade existing guardrail systems, adjust and repair drainage inlet(s) and manhole(s), as needed, and reinstall permanent traffic striping and markings. Not all locations will have all the described work performed.

The following utility companies maintain facilities within the project limits:

CAMDEN-WYOMING SEWER & WATER AUTHORITY
CHESAPEAKE UTILITIES
COMCAST
DELAWARE DEPT OF TRANS
DELAWARE ELECTRIC COOP
DELMARVA POWER
EASTERN SHORE NATURAL GAS
KENT COUNTY PUBLIC WORKS
TIDEWATER UTILITIES
VERIZON



The following is a breakdown of the Utilities involved, adjustments and/or relocations as required:

Camden-Wyoming Sewer & Water Authority:

The Camden-Wyoming Sewer & Water Authority (CWSWA), owns and maintains underground facilities at location #4 with no apparent conflicts. There are water valve risers, sewer clean out risers and manhole lids in the paved areas of this location. The Contractor must use extreme care when working in these areas. Elevation adjustments to CWSWA sewer manhole lids are expected if the manhole is in the roadway. Any adjustments and/or relocations of municipally owned sewer or water facilities shall be performed by the State's contractor in accordance with the respective agencies' standard specifications as directed by the District Engineer. The Contractor shall coordinate any potential conflicts with CWSWA engineering and provide adequate notice prior to performing work.

For emergency after hour service call 302-697-6372.

No working/existing CWSWA facilities can be taken out of service.

These facilities will remain in place and active during the duration of this contract.

CHESAPEAKE UTILITIES:

Chesapeake Utilities maintains facilities within the project limits of locations #4 and 5, with no anticipated impacts. No relocations are anticipated. There are no valves in the pavement and no relocations are anticipated. The contractor is advised to use caution when working in this area to avoid disturbing the existing gas facilities.

Requirements while near Chesapeake Utilities' Pipeline

The contractor shall be aware that Chesapeake Utilities has requirements while working near Chesapeake Utilities pipelines. These requirements are general in nature and not specific. These requirements are not intended to be all-inclusive. Actual field conditions may change the requirements. Contractor should contact Chesapeake Utilities and consult with their engineer prior to initiating construction and abide by all Federal, State, and Local rules and regulations.

Please coordinate construction activity with your assigned line locator according to the general guidelines below. Your line locator can help determine if additional contacts are required with Chesapeake Utilities Engineering Department before start of excavation activity.

1. It shall be the contractor's responsibility to use the Miss Utility One Call System.
2. It shall be the contractor's responsibility to contact and coordinate with Chesapeake Utilities before starting any construction above or near the pipeline. Chesapeake Utilities may elect to have standby personnel on the job site during construction activity.
3. It shall be the contractor's responsibility to contact and coordinate with Chesapeake Utilities before moving heavy equipment above or near the pipeline. Chesapeake Utilities may require extra cover, berm or ramp, timber mats, etc. These measures are to be determined by Chesapeake Utilities Depending on field conditions.
4. If the pipeline is exposed and suspended, it shall be the responsibility of the contractor to coordinate with Chesapeake Utilities the appropriate supporting measures. These measures are to be determined by Chesapeake Utilities depending on field conditions.
5. If the pipeline is exposed, it shall be the responsibility of the contractor to protect the pipeline from construction activity and the traveling public.
6. A minimum clearance of 12" shall be maintained between Chesapeake Utilities' pipeline and other underground utilities and structures. If this cannot be maintained, Chesapeake Utilities shall determine an appropriate means of protection to the pipeline.

IN EVENT OF PIPELINE EMERGENCY, CALL TOLL FREE 1-800-427-2883

No working/existing Chesapeake Utilities facilities can be taken out of service.

These facilities will remain in place and active during the duration of this contract.

Comcast:

Comcast maintains overhead and underground facilities at all locations, within the project limits. These facilities will remain in place and active during the duration of this project. The contractor must use care when working in these underground areas as well as overhead cable crossings where Comcast facilities are present. Should any adjustments to Comcast facilities be needed, they shall be made by Comcast with a minimum of seven (7) calendar days in advance given to Comcast by the State Contractor.

Comcast emergency 24 hour hotline customer service: 1-800-934-6489.

No working/existing Comcast facilities can be taken out of service.

These facilities will remain in place and active during the duration of this contract.

DelDOT:

Del Dot maintains ITMS, fiber, vehicle counting/classification, lighting and/or signal systems throughout the project limits of all locations. These facilities will remain in place and active during the duration of this project. The Contractor must use care when working in these areas. Should any adjustments to Del DOT facilities be needed they shall be performed by the State's contractor in accordance with the Standard Specifications as directed by the District Engineer. The contractor shall report any impacts to any vehicle detection system to the Traffic Management Center (TMC) (Cell #77) (24 HR 302-659-4600), seven (7) calendar days before the loop system is impacted.

Delaware Electric Co-Op:

Delaware Electric Co-Op maintains overhead and underground facilities along all the contract locations, with no anticipated impacts. The contractor must use care when working in these underground areas as well as overhead conductor crossings. No relocations are anticipated. The time to complete any relocations/adjustments found to be necessary during the construction of the highway contract will depend on the nature of the work.

To report an electrical outage, call 1-855-332-9090.

No working/existing Delaware Electric Co-Op facilities can be taken out of service.

These facilities will remain in place and active during the duration of this contract.

Delmarva Power Distribution:

Delmarva Power Distribution maintains three phase overhead and underground primary electric facilities at locations #4, 5, 6 and 7. The contractor must use care when working in these underground areas as well as overhead cable crossings. Should any elevation adjustments to Delmarva's manhole risers or hand holes be needed, they shall be made by Delmarva with a minimum twenty eight (28) calendar days in advance given to Delmarva Power by the State Contractor.

Delmarva Power has a written requirement regarding working near overhead power lines.

Customer/Contractor Acknowledgement

Performing Work within Dangerous Proximity of High Voltage Lines

“You are hereby notified by Delmarva Power that **NO** work can be performed at this location within dangerous proximity to Delmarva's overhead lines and that you are required by law to comply with applicable OSHA regulations and the applicable state High Voltage Safety Act. Performance of any activity or causing any person, equipment or things to come within dangerous proximity of Delmarva's overhead lines creates an extreme risk of severe injury or death. You are further notified that no activities may be conducted within dangerous proximity of Delmarva's overhead lines until mutually agreeable measures to prevent contact with overhead lines have been reached with Delmarva and Delmarva has provided you with written authorization to perform the activities.

Additionally any work involving the use of a crane with intentions to remain outside of dangerous proximity, but within 20 feet of the Company's overhead lines, requires an Encroachment Prevention Plan in order to satisfy OSHA"

To report a downed wire, call Delmarva Power at 1-800-898-8042.

No working/existing Delmarva Power facilities can be taken out of service.

These facilities will remain in place and active during the duration of this contract.

Eastern Shore Natural Gas:

Eastern Shore Natural Gas (ESNG), maintains facilities within the project limits of location #4. The Contractor must use care when working in this area. Any adjustments, including valve risers, to ESNG facilities shall be performed by the utility after a minimum of fourteen (14) calendar day notice from the contractor. The time to complete any relocations/adjustments will depend on the nature of the work.

Requirements while near Eastern Shore's Pipeline

Note: These requirements are general in nature and not specific. These requirements are not intended to be all-inclusive. Actual field conditions may change the requirements. Contractor should consult with their engineer prior to initiating construction and abide by all Federal, State, and Local rules and regulations.

Please coordinate construction activity with your assigned line locator according to the general guidelines below. Your line locator can help determine if additional contacts are required with Eastern Shore Engineering Department before start of excavation activity.

1. It shall be the contractor's responsibility to use the Miss Utility One Call System.
2. It shall be the contractor's responsibility to contact and coordinate with Eastern Shore before starting any construction above or near the pipeline. Eastern Shore may elect to have standby personnel on the job site during construction activity.
3. It shall be the contractor's responsibility to contact and coordinate with Eastern Shore before moving heavy equipment above or near the pipeline. Eastern Shore may require extra cover, berm or ramp, timber mats, etc. These measures are to be determined by Eastern Shore depending on field conditions.
4. If the pipeline is exposed and suspended, it shall be the responsibility of the contractor to coordinate with Eastern Shore the appropriate supporting measures. These measures are to be determined by Eastern Shore depending on field conditions.
5. If the pipeline is exposed, it shall be the responsibility of the contractor to protect the pipeline from construction activity and the traveling public.
6. A minimum clearance of 12" shall be maintained between Eastern Shore's pipeline and other underground utilities and structures. If this cannot be maintained, Eastern Shore shall determine an appropriate means of protection to the pipeline.

IN EVENT OF PIPELINE EMERGENCY CALL ESNG 24 HOUR GAS CONTROL CENTER AT 302-734-6720 or TOLL FREE AT 1-877-650-1257

No working/existing ESNG facilities can be taken out of service.

These facilities will remain in place and active during the duration of this contract.

Kent County Public Works:

Kent County Public Works (KCPWD) maintains underground sanitary force main facilities within the project limits of locations #6 and 7. These facilities will remain in place and active during the project. There are sewer clean out risers and manhole lids in the paved areas of these locations. The Contractor must use extreme care when working in these areas. Elevation adjustments to KCPWD sewer manhole lids are expected if the manhole is in the roadway. Any adjustments and/or relocations of municipally owned sewer or water facilities shall be performed by the State's contractor in accordance with the respective agencies' standard specifications as directed by the District Engineer. The Contractor shall coordinate any potential conflicts with facility owners and provide adequate notice prior to performing work.

KCPWD emergency 24 hour hotline customer service: (302) 363-4537.

No working/existing KCPWD facilities can be taken out of service.

These facilities will remain in place and active during the duration of this contract.

Tidewater Utilities:

Tidewater Utilities owns and maintains underground facilities at locations #4 and 5, with apparent conflicts. There are water valve risers, in the paved areas of these locations. These facilities will remain in place and active during the project. The Contractor must use extreme care when working in these areas. The Contractor is not permitted to draw water from any Tidewater Utilities hydrant for any use, without the written permission of Tidewater Utilities and proper metering and backflow prevention equipment in place. Any adjustments, including valve risers, to Tidewater Utilities facilities shall be performed by the utility after a fourteen (14) calendar day notice from the contractor. The time to complete any relocations/adjustments will depend on the nature of the work.

No working/existing Tidewater Utilities facilities can be taken out of service.

These facilities will remain in place and active during the duration of this contract.

Verizon:

Verizon maintains overhead and underground facilities along all locations with no anticipated impacts. No relocations are anticipated. The contractor must use care when working in these underground areas as well as overhead cable crossing. The time to complete any relocations/adjustments found to be necessary during the construction of the highway contract will depend on the nature of the work. Any adjustments to Verizon facilities shall be performed by the utility after twenty eight (28) calendar notice from the contractor.

No working/existing Verizon facilities can be taken out of service.

These facilities will remain in place and active during the duration of this contract.

Outside of the companies and facilities discussed above, no additional utility involvement is anticipated. Should any conflicts be encountered as a result to the contractor's means and methods during construction requiring adjustment and/or relocation the necessary relocation work shall be accomplished by the respective utility company and funded by the states Contractor as directed by the District Engineer. The State contractor shall coordinate any potential conflicts with utility companies and provide adequate notice prior to performing work. Any utility conflicts that are not readily discernable shall be coordinated by the general contractor once the conflict is recognized by the utility. The time to complete any relocations/adjustments found to be necessary during construction of the highway project will depend on the nature of the work.

Once the State's contractor has given the advance notice to the utilities, it is the responsibility of the State's contractor to have the work area prepared and accessible for the Utility to perform the tasks listed above. If the site conditions are not ready, and the state contractor has given notice to the utility on when the work is to be accomplished, the State's contractor is responsible for any extra cost incurred by the utility company and the state contractor shall be responsible for any time delays. Between when the required notice is given to the Utility and when the work is performed and completed, the coordination and scheduling of the Utility is the responsibility of the State's contractor. All costs related to the coordination and scheduling of the utilities is incidental to the contract.

Any adjustments and/or relocations of municipally or county owned sewer or water facilities shall be performed by the State's contractor in accordance with the respective agencies' standard specifications as directed by the District Engineer. The State contractor shall coordinate any potential conflicts of municipally or county owned sewer or water facilities with facility owners and provide adequate notice to the municipally or county and to the District Engineer prior to performing work.

General Notes

- 1. The Contractor's attention is directed to Section 105.09 Utilities, Delaware Standard Specifications, August 2016. 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. The information shown in the Contract Documents, including the Utility Statement and the Utility Schedule contained herein, concerning the location, type and size of existing and proposed utilities, their locations, and construction timing has been compiled by the preparer based on information furnished by each of the involved Utility Companies. It shall be the responsibility of the State's Contractor to verify all information and coordinate with the Utility Companies prior to and during construction, as specified in Section 105.09 of the Standard Specifications.**
- 3. 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. The contractor's means and method of construction are not taken into account when known utility conflicts are identified. If the Contractor's means and method of construction create a utility conflict the Utility Statement will prevail in discussions with the utility and the Contractor. The State's Contractor shall be responsible for any costs associated with any temporary outages; holding, bracing and shielding of utility facilities; temporary relocations; or permanent relocations that are not specifically identified in this utility statement or shown in the contract plan set.**
- 4. Coordination and cooperation among the Utility Companies and the State's Contractor are of prime importance. Therefore, the Contractor is directed to contact the 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.

NAME	COMPANY	E-MAIL	PHONE
Harold Scott	Camden-Wyoming Sewer & Water Authority	harold@cswswa.com info@cswswa.com	(302) 697-6372
Garth Jones	Chesapeake Utilities	gjones@chpk.com	(302) 213-7455
Mike Sullivan	Comcast	Mike_Sullivan2@Comcast.com	(302) 841-6316
Troy Dickerson	Delaware Electric Cooperative	tdickerson@decoop.com	(302) 349-3125
Tom Wright	Delaware Electric Cooperative	Twright@decoop.com	(302) 349-3130
James Bunting	DelDOT Traffic	Jim.bunting@state.de.us	(302) 760-4814
Angel Collazo	Delmarva Power Distribution	angel.collazo@delmarva.com	(302) 454-4370
Bill Whitaker	Delmarva Power Distribution	william.whitaker@delmarva.com	(302) 934-3356
Jason Scott	Eastern Shore Natural Gas	jscott@chpk.com	(302) 734-6710
Brian Hall	Kent County Dept. of Public Works	Brian.Hall@CO.KENT.DE.US	(302) 744-2430 (302) 335-6000
Joshua Turner	Tidewater Utilities	jturner@tuiwater.com	(302) 734-7500
George Zang	Verizon	george.w.zang@verizon.com	(302) 422-1238

5. As outlined in Chapter 3 of the DelDOT Utilities Manual, individual utility companies are responsible for obtaining all required permits from municipal, State and federal government agencies and railroads. This includes but is not limited to water quality permits/DNREC Water Quality Certification, DNREC Subaqueous Lands/Wetlands permits, DNREC Coastal Zone Consistency Certification, County Floodplain permits (New Castle County only), U.S. Coast Guard permits, US Army Corps 404 permits, sediment and erosion permits, and railroad crossing permits.
6. Individual utility companies are required to restore any areas disturbed in conjunction with their relocation work. If an area is disturbed by a utility company and is not properly restored, the Department may have the highway contractor perform the necessary restoration. Any additional costs incurred as a result will be forwarded to the utility company.
7. 16 Del. C. § 7405B requires notification to and mutually agreeable measures from the public utility operating the electric line for the any person intending to carry on any

function, activity, work or operation within dangerous proximity of any high voltage overhead electric lines. All contractors/other utilities must also maintain a minimum distance of 10'-0" from all overhead energized lines.

- 8. Any existing facilities that are comprised of hazardous materials will be removed by the Utility Company unless otherwise outlined in the contract documents or language above. Any existing facilities containing hazardous materials will be purged by the Utility Company unless otherwise outlined in the contract documents or language above.**

DIVISION OF TRANSPORTATION SOLUTIONS



UTILITY COORDINATOR
chuck.ferguson@state.de.us

5 June, 2018
DATE

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

CERTIFICATE OF RIGHT-OF-WAY STATUS

STATE PROJECT NO. T201806202.01

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

**PAVEMENT & REHABILITATION, KENT II
(MICRO SURFACE REPLACEMENT), 2018**

KENT COUNTY

Certificate of Right-of-Way Status – 100%

Level 1

As required by 23 CFR, Part 635, and other pertinent Federal and State regulations or laws, the following certifications are hereby made in reference to this highway project:

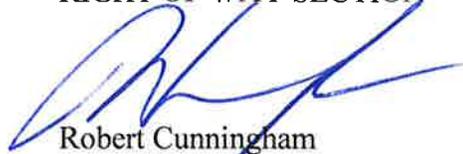
All project construction or work shall be performed within existing rights of way and permanent easements; and

All necessary real property interests, including control of access rights when pertinent, were acquired as part of previous highway projects, and include legal and physical possession; and,

This project does not cause any persons to be displaced as defined in 49 CFR, Part 24; and,

The State has the right to remove, salvage, or demolish any improvements or personal property that may be located within project limits.

RIGHT OF WAY SECTION



Robert Cunningham
Chief, Right of Way

June 5, 2018



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

JENNIFER COHAN
SECRETARY

July 10, 2018

ENVIRONMENTAL REQUIREMENTS

FOR
State Contract No. 201806202
Federal Aid No.: N/A

Contract Title: Pavement & Rehabilitation, Kent II, (Micro Surfacing Replacement) 2018

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 DelDOT, not specified within the contract, are listed below. These requirements are the responsibility of the contractor and are 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. Wetlands are located within the limits of the project at Locations 3 and 4. All work must be completed within the paved roadway and may not enter the vegetated areas alongside the road.
4. The disposal of trees, brush, and other debris in any stream corridor, wetland, surface water, or drainage area is prohibited.
5. DelDOT Environmental Studies Section must be notified ((302)760-2264) if there are any changes to the project methods, footprint, materials, or designs, to allow the Department to coordinate with the appropriate resource agencies (COE, DNREC, and SHPO), for approval.



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

JENNIFER COHAN
 SECRETARY

RAILROAD STATEMENT

For

State Contract No.: T201806202

Federal Aid No.: N/A

Project Title: Pavement & Rehabilitation - Kent II (Micro Surface Replacement), 2018

The following railroad companies maintain facilities within the contract limits:

- | | |
|--|---|
| <input type="checkbox"/> Amtrak | <input type="checkbox"/> Maryland & Delaware |
| <input type="checkbox"/> CSX | <input type="checkbox"/> Norfolk Southern |
| <input type="checkbox"/> Delaware Coast Line | <input type="checkbox"/> Wilmington & Western |
| <input type="checkbox"/> East Penn | <input checked="" type="checkbox"/> None |
| <input type="checkbox"/> Delmarva Central | |

DOT Inventory No.: N/A No. Trains/Day: N/A Passenger Trains (Y / N): N/A

In accordance with 23 CFR 635, herein is the railroad statement of coordination (check one):

- No Railroad involvement.

- Railroad Agreement unnecessary but railroad flagging required. The contractor shall follow requirements stated in the DelDOT Maintenance of Railroad Traffic Item in the Special Provisions. Contractor shall coordinate railroad flagging with DelDOT's Railroad Program Manager at (302) 760-2183.

- Railroad Agreement required. The necessary Railroad Agreement is pending. The Contractor cannot begin work until the Agreement is complete and fully executed. Railroad related work to be undertaken and completed as required for proper coordination with physical construction schedules. The Contractor shall follow requirements stated in the DelDOT Maintenance of Railroad Traffic Item in the Special Provisions. Contractor shall coordinate railroad flagging with DelDOT's Railroad Program Manager at (302) 760-2183.

Approved As To Form:



 Robert A. Perrine
 DelDOT Railroad Program Manager

2May18

 DATE

BID PROPOSAL FORMS

CONTRACT T201806202.01

UNLESS OTHERWISE DIRECTED, SUBMIT ALL FOLLOWING PAGES TO:

DEPARTMENT OF TRANSPORTATION
BIDDERS ROOM (B1.11.01)
800 BAY ROAD
DOVER, DELAWARE 19901

Identify the following on the outside of the sealed envelope:

- Contract Number T201806202.01
- Name of Contractor

CONTRACT ID: T201806202.01 PROJECT(S): T201806202

All figures must be typewritten.

CONTRACTOR : _____

LINE NO	ITEM DESCRIPTION	APPROX. QUANTITY AND UNITS	UNIT PRICE		BID AMOUNT	
			DOLLARS	CTS	DOLLARS	CTS

SECTION 0001 Category 0001

0010	211001 REMOVAL OF PORTLAND CEMENT CONCRETE PAVEMENT, CURB AND SIDEWALK	241.000 SY				
0020	211002 REMOVAL OF STRUCTURES AND OBSTRUCTIONS (GUARDRAIL)	2056.000 LF				
0030	301001 GRADED AGGREGATE BASE COURSE, TYPE B	41.000 CY				
0040	301002 GRADED AGGREGATE BASE COURSE, TYPE B, PATCHING	102.000 CY				
0050	301003 GRADED AGGREGATE BASE COURSE, TYPE B	410.000 TON				
0060	401005 SUPERPAVE TYPE C, PG 64-22 (CARBONATE STONE)	37727.000 TON				
0070	401021 SUPERPAVE TYPE BCBC, PG 64-22	1943.000 TON				
0080	401582 ASPHALT RUBBER BITUMINOUS CONCRETE	10158.000 TON				
0090	401696 ENTRANCE, DRIVEWAY, AND INTERSECTING STREET PAVING SURCHARGE	1089.000 TON				

CONTRACT ID: T201806202.01

PROJECT(S): T201806202

All figures must be typewritten.

CONTRACTOR : _____

LINE NO	ITEM DESCRIPTION	APPROX. QUANTITY AND UNITS	UNIT PRICE		BID AMOUNT	
			DOLLARS	CTS	DOLLARS	CTS
0100	402000 BITUMINOUS CONCRETE PATCHING	35800.000 SYIN				
0110	403000 BITUMINOUS CONCRETE AND/OR COLD-LAID BITUMINOUS (TRM) CONCRETE	397.000 TON				
0120	503001 PATCHING PORTLAND CEMENT CONCRETE PAVEMENT, 6' TO 15', TYPE A	736.000 SY				
0130	503004 PATCHING PORTLAND CEMENT CONCRETE PAVEMENT, (UNDERCUTTING)	19.000 SYIN				
0140	503006 DOWEL BARS	1472.000 EACH				
0150	503503 PATCHING CONCRETE	4343.000 SYIN				
0160	602100 REPLACE DRAINAGE INLET GRATE (S)	1.000 EACH				
0170	602101 REPLACE DRAINAGE INLET FRAME (S)	1.000 EACH				
0180	602130 ADJUSTING AND REPAIRING EXISTING DRAINAGE INLET	9.000 EACH				
0190	602132 ADJUSTING AND REPAIRING EXISTING MANHOLE	6.000 EACH				

CONTRACT ID: T201806202.01

PROJECT(S): T201806202

All figures must be typewritten.

CONTRACTOR : _____

LINE NO	ITEM DESCRIPTION	APPROX. QUANTITY AND UNITS	UNIT PRICE		BID AMOUNT	
			DOLLARS	CTS	DOLLARS	CTS
0200	602504 CONVERT EXISTING CATCH BASIN TO DRAINAGE INLET	1.000 EACH				
0210	705002 PORTLAND CEMENT CONCRETE SIDEWALK, 6"	2169.000 SF				
0220	705007 SIDEWALK SURFACE DETECTABLE WARNING SYSTEM	50.000 SF				
0230	705008 CURB RAMP, TYPE 1	375.000 SF				
0240	710002 ADJUST WATER VALVE BOXES	1.000 EACH				
0250	720021 GALVANIZED STEEL BEAM GUARDRAIL, TYPE 1-31	1356.000 LF				
0260	720024 GUARDRAIL OVER CULVERTS, TYPE 1-31	2.000 EACH				
0270	721001 GUARDRAIL END TREATMENT, TYPE 1-31, TEST LEVEL 3	12.000 EACH				
0280	760008 RUMBLE STRIPS, CENTER LINE, BITUMINOUS PAVEMENT	51890.000 LF				
0290	760010 PAVEMENT MILLING, BITUMINOUS CONCRETE PAVEMENT	794019.000 SYIN				

CONTRACT ID: T201806202.01

PROJECT(S): T201806202

All figures must be typewritten.

CONTRACTOR :

LINE NO	ITEM DESCRIPTION	APPROX. QUANTITY AND UNITS	UNIT PRICE		BID AMOUNT	
			DOLLARS	CTS	DOLLARS	CTS
0300	762000 SAW CUTTING, BITUMINOUS CONCRETE	21760.000 LF				
0310	762001 SAW CUTTING, CONCRETE, FULL DEPTH	3420.000 LF				
0320	762004 BUTT JOINTS	7596.000 SY				
0330	763000 INITIAL EXPENSE/DE-MOBILIZATION	LUMP		LUMP		
0340	763621 CONSTRUCTION ENGINEERING, REHABILITATION	6.000 HOUR				
0350	801500 MAINTENANCE OF TRAFFIC, ALL INCLUSIVE	LUMP		LUMP		
0360	803001 FURNISH AND MAINTAIN PORTABLE CHANGEABLE MESSAGE SIGN	952.000 EADY				
0370	808002 FURNISH AND MAINTAIN TRUCK MOUNTED ATTENUATOR, TYPE II	189.000 EADY				
0380	811002 FLAGGER, KENT COUNTY, STATE	4804.000 HOUR				
0390	811014 FLAGGER, KENT COUNTY, STATE, OVERTIME	721.000 HOUR				

CONTRACT ID: T201806202.01

PROJECT(S): T201806202

All figures must be typewritten.

CONTRACTOR :

LINE NO	ITEM DESCRIPTION	APPROX. QUANTITY AND UNITS	UNIT PRICE		BID AMOUNT	
			DOLLARS	CTS	DOLLARS	CTS
0400	817002 PERMANENT PAVEMENT STRIPING, SYMBOL/LEGEND, ALKYD-THERMOPLASTIC	SF 1521.000				
0410	817003 TEMPORARY MARKINGS, PAINT, 4"	LF 833690.000				
0420	817004 TEMPORARY MARKINGS, PAINT, SYMBOL/LEGEND	SF 3042.000				
0430	817013 PERMANENT PAVEMENT STRIPING, EPOXY RESIN PAINT, WHITE/YELLOW, 5"	LF 386845.000				
0440	817015 PREFORMED RETROREFLECTIVE THERMOPLASTIC MARKINGS, BIKE SYMBOL	EACH 15.000				
0450	817027 RAISED/RECESSED PAVEMENT MARKER	EACH 948.000				
0460	819018 INSTALLATION OR REMOVAL OF TRAFFIC SIGN(S) ON SINGLE SIGN POST	EACH 55.000				
0470	819019 INSTALLATION OR REMOVAL OF TRAFFIC SIGN(S) ON MULTIPLE SIGN POSTS	SF 18.000				

CONTRACT ID: T201806202.01

PROJECT(S): T201806202

All figures must be typewritten.

CONTRACTOR :

LINE NO	ITEM DESCRIPTION	APPROX. QUANTITY AND UNITS	UNIT PRICE		BID AMOUNT	
			DOLLARS	CTS	DOLLARS	CTS
0480	846001 FURNISH AND INSTALL LOOP WIRE 1-CONDUCTOR #14 AWG ENCASED IN 1/4" FLEXIBLE TUBING IN A LOOP SAWCUT	210.000 LF				
0490	908001 TOPSOIL	3399.000 TON				
0500	908014 PERMANENT GRASS SEEDING, DRY GROUND	36253.000 SY				
	SECTION 0001 TOTAL					
	TOTAL BID					

CANNOT BE
 USED FOR
 BIDDING

BREAKOUT SHEET INSTRUCTIONS

BREAKOUT SHEET(S) MUST BE SUBMITTED EITHER WITH YOUR BID DOCUMENTS; OR WITHIN SEVEN (7) CALENDAR DAYS FOLLOWING THE BID DUE DATE BY THE LOWEST APPARENT BIDDER.

BREAKOUT SHEETS ARE TO BE SUBMITTED TO DELDOT'S CONTRACT ADMINISTRATION AS SHOWN BELOW. BREAKOUT SHEETS CANNOT BE CHANGED AFTER AWARD. THE DEPARTMENT WILL REVIEW THE FIGURES SUBMITTED ON THE BREAKOUT SHEET(S) TO ENSURE THEY MATCH THE RESPECTIVE LUMP SUM BID AMOUNT(S). MATHEMATICALLY INCORRECT BREAKOUT SHEETS WILL BE RETURNED FOR IMMEDIATE CORRECTION.

BREAKOUT SHEETS MAY BE SUBMITTED;

VIA E-MAIL TO: DOT-ASK@STATE.DE.US
SUBJECT: **T201806202.01** Breakout Sheet

OR MAILED TO: DELDOT
CONTRACT ADMINISTRATION
PO BOX 778, DOVER, DE 19903

'BREAKOUT SHEET' AND THE PROJECT NUMBER
MUST APPEAR ON THE ENVELOPE.

BREAKOUT SHEET - I
Item 801500 - MAINTENANCE OF TRAFFIC

CONTRACT NO. T201806202.01

ITEM NO.	LOCATION - DESCRIPTION	TA CASE NUMBER.	UOM	UNIT PRICE	AMOUNT
1	WESTVILLE RD (1)	10 - TRAVEL LANES LS	LS	\$	\$
2	WESTVILLE RD (2)	10 - TRAVEL LANES	LS	\$	\$
3	WESTVILLE RD (3)	10 - TRAVEL LANES	LS	\$	\$
		10 - SHOULDERS	LS	\$	\$
4	WESTVILLE RD (4)	11B - TRAVEL LANES	LS	\$	\$
		10 - TRAVEL LANES	LS	\$	\$
		10 - SHOULDERS	LS	\$	\$
5	HAZLETTVILLE RD	11B - TRAVEL LANES	LS	\$	\$
		10 - TRAVEL LANES	LS	\$	\$
		10 - SHOULDERS	LS	\$	\$
6	ARTHURSVILLE RD (1)	11B - TRAVEL LANES	LS	\$	\$
		10 - TRAVEL LANES	LS	\$	\$
		10 - SHOULDERS	LS	\$	\$
		29 - SIDEWALK	LS	\$	\$
7	ARTHURSVILLE RD (2)	11B - TRAVEL LANES	LS	\$	\$
		10 - TRAVEL LANES	LS	\$	\$
		10 - SHOULDERS	LS	\$	\$
		29 - SIDEWALK	LS	\$	\$
TOTAL ITEM 801500 - MAINTENANCE OF TRAFFIC \$ (LUMP SUM BID PRICE FOR ITEM 801500 - Maintenance of Traffic)					

"ATTENTION"

TO BIDDERS

BREAKOUT SHEET(S) MUST BE SUBMITTED EITHER WITH YOUR BID DOCUMENTS; OR WITHIN SEVEN (7) CALENDAR DAYS FOLLOWING THE BID DUE DATE BY THE LOWEST APPARENT BIDDER.

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PO BOX 778, DOVER, DE 19903

'BREAKOUT SHEET' AND THE PROJECT NUMBER
MUST APPEAR ON THE ENVELOPE.



**AFFIDAVIT
OF
EMPLOYEE DRUG TESTING PROGRAM**

4104 Regulations for the Drug Testing of Contractor and Subcontractor Employees Working on Large Public Works Projects requires that Contractors and Subcontractors implement a program of mandatory drug testing for Employees who work on Large Public Works Contracts funded all or in part with public funds.

We hereby certify that we have in place or will implement during the entire term of the contract a Mandatory Drug Testing Program for our employees on the jobsite, including subcontractors, that complies with this regulation:

Contractor Name: _____

Contractor Address: _____

Authorized Representative (typed or printed): _____

Authorized Representative (signature): _____

Title: _____

Sworn to and Subscribed before me this _____ day of _____ 20____.

My Commission expires _____. NOTARY PUBLIC _____.

THIS PAGE MUST BE SIGNED, NOTARIZED, AND RETURNED WITH YOUR BID.

(This form is required from the prime contractor only)

CERTIFICATION
Contract No. T201806202.01

The undersigned bidder, _____
whose address is _____
and telephone number is _____ hereby certifies the following:

I/We have carefully examined the location of the proposed work, the proposed plans and specifications, and will be bound, upon award of this contract by the Department of Transportation, to execute in accordance with such award, a contract with necessary surety bond, of which contract this proposal and said plans and specifications shall be a part, to provide all necessary machinery, tools, labor and other means of construction, and to do all the work and to furnish all the materials necessary to perform and complete the said contract within the time and as required in accordance with the requirements of the Department of Transportation, and at the unit prices for the various items as listed on the preceding pages.

The foregoing quantities are considered to be approximate only and are given as the basis for comparison of bids. The Department of Transportation may increase or decrease the amount of any item or portion of the work as may be deemed necessary or expedient. Any such increase or decrease in the quantity for any item will not be regarded as a sufficient ground for an increase or decrease in the unit prices, nor in the time allowed for the completion of the work, except as provided in the contract.

Accompanying this proposal is a surety bond or a security of the bidder assigned to the Department of Transportation, for at least ten (10) percentum of total amount of the proposal, which deposit is to be forfeited as liquidated damages in case this proposal is accepted, and the undersigned shall fail to execute a contract with necessary bond, when required, for the performance of said contract with the Department of Transportation, under the conditions of this proposal, within twenty (20) days after date of official notice of the award of the contract as provided in the requirement and specifications hereto attached; otherwise said deposit is to be returned to the undersigned.

I/We are licensed, or have initiated the license application as required by Section 2502, Chapter 25, Title 30, of the Delaware Code.

By submission of this proposal, each bidder and each person signing on behalf of any bidder, certifies as to its own organization, under penalty of perjury, that to the best of each signer's knowledge and belief:

1. The prices in this proposal have been arrived at independently without collusion, consultation, communication, or Agreement with any other bidder or with any competitor for the purpose of restricting competition.
2. Unless required by law, the prices which have been quoted in this proposal have not been knowingly disclosed and will not knowingly be disclosed by the bidder, directly or indirectly, to any other bidder or competitor prior to the opening of proposals.
3. No attempt has been made or will be made by the bidder to induce any other person, partnership, or corporation to submit or not to submit a proposal for the purpose of restricting competition.

=====
I/We acknowledge receipt and incorporation of addenda to this proposal as follows:

No.	Date								
_____	_____	_____	_____	_____	_____	_____	_____	_____	_____

BIDDERS MUST ACKNOWLEDGE RECEIPT OF ALL ADDENDA

MUST INSERT DATE OF FINAL QUESTIONS AND ANSWERS ON WEBSITE: _____



AFFIRMATION:

Within the past five (5) years, has your firm, any affiliate, any predecessor company or entity, owner, Director, officer, partner or proprietor been the subject of a Federal, State, Local government suspension or debarment?

YES _____ NO _____ if yes, please explain _____

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

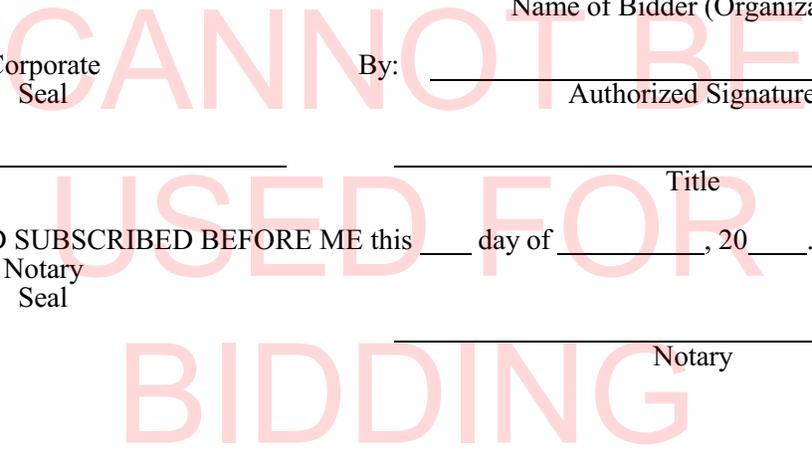
Name of Bidder (Organization)
Corporate Seal By: _____
Authorized Signature

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 bound unto the **State** in the sum of _____
Dollars (\$ _____), or _____ percent not to exceed _____

_____ Dollars (\$ _____) of amount of bid on
Contract No. T201806202.01, to be paid to the **State** for the use and benefit of its Department of
Transportation ("**DelDOT**") 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 **DelDOT** 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 **DelDOT**, 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