

**STATE OF DELAWARE
DEPARTMENT OF TRANSPORTATION**



DIVISION OF PLANNING

**PLANS AND SPECIFICATIONS FOR
CONTRACT NUMBER: T201901401
OPEN END PEDESTRIAN ACCESS ROUTES AND SIDEWALK
IMPROVEMENTS, NEW CASTLE COUNTY FY20-FY23**

RECOMMENDED

4/24/20

DIRECTOR OF PLANNING

DATE

APPROVED FOR ADVERTISEMENT

4/24/2020

CHIEF ENGINEER TRANSPORTATION SOLUTIONS

DATE

CONTRACT DESCRIPTION

THE PURPOSE OF THIS CONTRACT IS TO CONSTRUCT AND IMPROVE FEATURES OF THE PEDESTRIAN ACCESS ROUTE (PAR) ACROSS NEW CASTLE COUNTY, IN ACCORDANCE WITH APPLICABLE STANDARDS. THE LOCATION OF WORK IS LIMITED TO SITES WITHIN NEW CASTLE COUNTY. INDIVIDUAL LOCATIONS WILL VARY IN THEIR CONTEXT AND COMPLEXITY FROM CONSTRUCTION OF NEW SIDEWALK ON VIRGIN GROUND TO RECONSTRUCTION OF EXISTING, NON-COMPLIANT PEDESTRIAN CONNECTIONS.

THE SPECIFIC WORK SITES ARE NOT LISTED HEREIN BUT WILL BE ASSIGNED AS AVAILABLE VIA WORK ORDERS.

PROJECT NOTES

1. THIS PROJECT IS TO BE CONSTRUCTED IN ACCORDANCE WITH THE DELAWARE DEPARTMENT OF TRANSPORTATION STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION DATED AUGUST 2016, THE DELAWARE DEPARTMENT OF TRANSPORTATION STANDARD CONSTRUCTION DETAILS, DATED 2018, AND THE DELAWARE DEPARTMENT OF TRANSPORTATION PEDESTRIAN ACCESSIBILITY STANDARDS FOR FACILITIES IN THE PUBLIC RIGHT-OF-WAY, DATED 2018 INCLUDING ALL REVISIONS UP TO THE DATE OF ADVERTISEMENT.

2. THIS IS AN OPEN-END WORK ORDER DRIVEN CONTRACT, WITH SOME KNOWN AND OTHER NOT YET DETERMINED LOCATIONS, TO MAKE GENERAL IMPROVEMENTS TO ROADS, SIDEWALKS, PATHWAYS, BRIDGES OR PEDESTRIAN/BICYCLE FACILITIES LOCATED WITHIN THE BOUNDARIES OF NEW CASTLE COUNTY. THE WORK SHALL BE ISSUED AS THE ENGINEER PROVIDES INDIVIDUAL WORK ORDERS. THE DEPARTMENT RESERVES THE RIGHT TO PRIORITIZE, SUBSTITUTE, ADD, OR DELETE LOCATIONS AT ANYTIME DURING THE CONTRACT TERM.

3. THE WORK WILL BE SCHEDULED BY ISSUANCE OF WORK ORDERS TO THE CONTRACTOR FROM THE DEPARTMENT. EACH WORK ORDER WILL REPRESENT AN INDEPENDENT PROJECT LOCATION OR GROUPS OF LOCATIONS BASED ON THEIR PROXIMITY TO EACH OTHER. WORK ORDERS WILL BE ISSUED UPON DESIGN COMPLETION AND RECEIPT OF NECESSARY STATEMENTS & PERMITS FOR THE INDIVIDUAL SITES.

4. THE SCOPE OF EACH WORK ORDER WILL BE DEFINED BY A SET OF CONSTRUCTION DRAWINGS. IN ADDITION TO THE DRAWINGS AND NOTES THE ESTIMATED QUANTITIES, PROPERTY OWNER NOTIFICATION REQUIREMENTS, ALLOWABLE TIME TO PERFORM THE WORK AND ANY ADDITIONAL SPECIFICATIONS AND CONSTRUCTION GUIDANCE NEEDED FOR THE SPECIFIC WORK ORDER WILL ALSO BE PROVIDED.

5. UPON RECEIPT OF EACH WORK ORDER, THE CONTRACTOR SHALL SUBMIT THE REQUIRED COPIES OF A DETAILED PROGRESS SCHEDULE (PSC) AS OUTLINED IN STANDARD SPECIFICATION 108.04 WITHIN FOURTEEN (14) CALENDAR DAYS. THE PSC SHALL INCLUDE A DESCRIPTION OF EACH WORK ACTIVITY, THE PLANNED DAYS OF WORK, MULTIPLE CREWS OR SHIFTS, AND SCHEDULED WORKING HOURS. DURING THE CONTRACT, THE CONTRACTOR SHALL SUBMIT TWO-WEEK (OR AS REQUIRED) "LOOK AHEAD" SCHEDULES TO THE AREA ENGINEER/MANAGER NO LATER THAN NOON OF EACH THURSDAY. FAILURE TO COMPLY WILL RESULT IN A SUSPENSION OF ALL CONTRACT WORK WITH TIME CHARGES CONTINUING TO BE ASSESSED.

6. EXECUTION OF EACH WORK ORDER IS TO BEGIN WITHIN TWENTY-ONE (21) CALENDAR DAYS OF THE ISSUANCE TO THE CONTRACTOR. IN ADDITION, THE CONTRACTOR MUST COMPLETE THE WORK WITHIN THE TIME FRAME THAT THE WORK ORDER ALLOCATES, UNLESS THE NECESSARY MATERIALS ARE NOT AVAILABLE. THE CONTRACTOR SHALL VERIFY THE MATERIAL'S NON-AVAILABILITY BY AT LEAST THREE (3) INDEPENDENT SOURCES. AFTER WHICH, THE CONTRACTOR SHALL PROVIDE THE DEPARTMENT WITH THE VERIFICATION FORMALLY PRESENTED IN WRITING WITHIN FOUR (4) DAYS OF THE WORK ORDER ISSUANCE.

IF THE CONTRACTOR DOES NOT COMMENCE THE WORK OR DOES NOT PRESENT THE NON-AVAILABILITY OF MATERIALS WITHIN THE ALLOTTED TIME, THIS SHALL CONSTITUTE "FAILURE TO PURSUE THE WORK" AND SUBJECTS THE CONTRACTOR TO LIQUIDATED DAMAGES AS OUTLINED IN SUBSECTION 108.08 OF

THE STANDARD SPECIFICATIONS. TIME CHARGES EQUAL TO THE LIQUIDATED DAMAGES FOR THE WORK ORDER SHALL COMMENCE. IF THE CONTRACTOR VERIFIES WITH THE DEPARTMENT THAT NON-AVAILABILITY OF MATERIALS IS THE SITUATION CAUSING THE NON-COMMENCEMENT OF WORK, TIME CHARGES SHALL COMMENCE ON THE FIFTEENTH (15) CALENDAR DAY FOLLOWING THE DELIVERY DATE OF THE PREVIOUSLY NON-AVAILABLE MATERIALS.

THE CONTRACTOR MAY HAVE UP TO THREE (3) ACTIVE WORK ORDERS AT A TIME UNTIL ALL ASSIGNED WORK HAS BEEN COMPLETED.

THE CONTRACTOR IS TO COMPLETE EACH WORK ORDER (OR GROUP OF WORK ORDERS) WITHIN THE SPECIFIED TIME. AT THE DISCRETION OF THE ENGINEER, ADDITIONAL ITEMS AND/OR DAYS CAN BE ADDED TO ANY WORK ORDER AS DEEMED NECESSARY. IF THE CONTRACTOR DOES NOT COMPLETE THE WORK ON A SPECIFIC WORK ORDER ON TIME, THE DEPARTMENT WILL ASSESS LIQUIDATED DAMAGES IN ACCORDANCE WITH SUBSECTION 108.09 OF THE STANDARD SPECIFICATIONS, WHICH BASES THIS AMOUNT ON THE TOTAL VALUE OF THAT PARTICULAR WORK ORDER OR WORK ORDER GROUP, WHICHEVER IS APPLICABLE.

THE DEPARTMENT WILL PERFORM AN INITIAL INSPECTION FOR EACH WORK ORDER OR WORK ORDER GROUP AFTER THE CONTRACTOR PROVIDES NOTICE TO THE DEPARTMENT OF COMPLETION OF THE WORK ORDER. THE CONTRACTOR'S WORK MUST MEET THE DEPARTMENT'S SPECIFICATIONS, THE REQUIREMENTS AS THESE NOTES DEFINE AND REQUIREMENTS OF THE WORK ORDER. THE CONTRACTOR MUST COMPLETE ANY PUNCHLIST WORK WITHIN THIRTY (30) CALENDAR DAYS OF THE INITIAL INSPECTION, UNLESS THE ENGINEER APPROVES OTHERWISE. THE ENGINEER RESERVES THE RIGHT TO REQUIRE THE CONTRACTOR TO ADD WORK OR MAKE REPAIRS TO COMPLETED LOCATIONS AT THE DEPARTMENT'S EXPENSE UNTIL SUCH A LOCATION HAS BEEN ACCEPTED BY THE DEPARTMENT. THE CONTRACTOR MUST REPAIR ALL DEFECTS IN THE WORK CAUSED BY POOR WORKMANSHIP OR MATERIALS AT THEIR OWN EXPENSE UNTIL THE DEPARTMENT PERFORMS A PRIMARY INSPECTION. AT THE DISCRETION OF THE ENGINEER, A PRIMARY INSPECTION WILL BE PERFORMED FOR EACH WORK ORDER OR GROUP OF WORK ORDERS. UPON SATISFACTORY COMPLETION OF THE PRIMARY PUNCHLIST, THE DEPARTMENT WILL CONDUCT AN ACCEPTANCE INSPECTION. ONCE DELDOT'S MAINTENANCE AND OPERATIONS VERIFIES THAT ALL PRIMARY INSPECTION PUNCHLIST ITEMS HAVE BEEN SATISFACTORILY ADDRESSED THE CONTRACTOR WILL BE RELEASED FROM MAINTENANCE RESPONSIBILITY FOR ALL LOCATIONS CONSTITUTING EACH WORK ORDER.

PAYMENT WILL BE MADE MONTHLY FOR THE COMPLETED PAY ESTIMATES AS OUTLINED IN SECTION 109.07 OF THE STANDARD SPECIFICATIONS.

7. DEPENDING ON FUND AVAILABILITY, THE DEPARTMENT RESERVES THE RIGHT TO ADD OR DELETE LOCATIONS AND/OR QUANTITIES TO THIS CONTRACT. SUCH ADDITIONS OR DELETIONS SHALL NOT BE CAUSE FOR AN INCREASE OR DECREASE IN ANY CONTRACT UNIT BID PRICES. NO ITEM PRICES ARE TO BE RENEGOTIATED DUE TO EITHER AN INCREASE OR DECREASE IN QUANTITY USAGE RESULTING FROM SAID ADDITIONS OR DELETIONS.

WHEN UNIT BID PRICES ARE NOT AVAILABLE, THEN PRICES WILL BE NEGOTIATED OR PERFORMED BY FORCE ACCOUNT PROCEDURES IN ACCORDANCE WITH SUBSECTION 109.04 OF THE STANDARD SPECIFICATIONS. THE CONTRACTOR WILL PROCEED IMMEDIATELY WITH THE WORK SO ORDERED AND SUCH DIRECTION SHALL NEITHER INVALIDATE THE CONTRACT, NOR RELEASE THE SURETY.

THE DEPARTMENT RESERVES THE RIGHT TO PRIORITIZE OR SUBSTITUTE LOCATIONS AT ANY TIME DURING THE CONTRACT.

8. THE PERIOD OF THIS CONTRACT SHALL BE VALID FOR ONE (1) CALENDAR YEAR FROM THE "NOTICE TO PROCEED". THE CONTRACT MAY BE EXTENDED FOR ONE (1) ADDITIONAL, ONE-YEAR TERM THROUGH NEGOTIATION BETWEEN THE CONTRACTOR AND THE DEPARTMENT OF TRANSPORTATION. NEGOTIATION SHOULD BE INITIATED NO LATER THAN NINETY (90) DAYS PRIOR TO THE TERMINATION OF THE CURRENT AGREEMENT. THE ONE-YEAR EXTENSION MUST BE APPROVED BY BOTH PARTIES IN WRITING, AT LEAST 30 DAYS PRIOR TO THE EXPIRATION OF THE EXISTING CONTRACT.

9. PRICE ADJUSTMENT:

UPON EXPIRATION OF THE INITIAL CONTRACT TERM, THE ONE-YEAR CONTRACT EXTENSION MAY ADJUST PRICING BY MUTUAL WRITTEN AGREEMENT. THE PRICING MUST COVER THE FULL TERM OF THE CONTRACT EXTENSION PERIOD. IF THE PRICE DIFFERENCE FOR ANY EXTENSION PERIOD EXCEEDS THE PREVIOUS ONE-YEAR PERIOD, APPROVAL OF THE PRICE ADJUSTMENT SHALL BE AT THE DISCRETION OF THE DEPARTMENT. THE DEPARTMENT RETAINS THE RIGHT TO REJECT A REQUEST FOR FUTURE YEAR EXTENSIONS AT ANY TIME.

10. THE BID PROPOSAL INDICATES ESTIMATED QUANTITIES FOR THE ORIGINAL ONE-YEAR CONTRACT. INITIAL LOCATION LIST WILL BE DISCUSSED AT THE MANDATORY PRE-BID MEETING.

11. ANY DAMAGE TO ITEMS NOTED TO BE RELOCATED OR RESET BY THE CONTRACTOR, AT THE DISCRETION OF THE ENGINEER, SHALL BE REPAIRED AND/OR REPLACED IN KIND AT THE CONTRACTOR'S EXPENSE.

12. NO ENVIRONMENTAL PERMITS ARE REQUIRED FOR THIS WORK PROVIDED NO JURISDICTIONAL WETLANDS OR WATERS ARE IMPACTED. IF THERE IS ANY QUESTION AS TO WHETHER OR NOT A WATER OR WETLAND IS JURISDICTIONAL, CONTACT THE RELEVANT NORTH CONSTRUCTION DISTRICT WHO WILL COORDINATE AS NEEDED WITH THE DELDOT ENVIRONMENTAL STUDIES SECTION AT (302) 760-2264. IF AT ANY POINT IT IS DETERMINED THAT A PERMIT IS REQUIRED, NO WORK WITHIN WATERS/ WETLANDS SHALL BEGIN UNTIL ALL APPLICABLE PERMITS HAVE BEEN OBTAINED BY DELDOT. THE CONTRACTOR SHALL NOT BE HELD LIABLE FOR DELAYS TO THE COMMENCEMENT OF WORK OR IMPACTS TO THE CONSTRUCTION PROGRESS SCHEDULE DUE TO OBTAINING PERMITS. TIME CHARGES SHALL COMMENCE ON THE FIFTEENTH (15) CALENDAR DAY FOLLOWING THE CONTRACTOR'S RECEIPT OF APPLICABLE PERMITS.

13. IT IS ANTICIPATED THAT ALL WORK WILL OCCUR WITHIN DELDOT'S EXISTING RIGHT OF WAY OR EASEMENT AREAS. SHOULD THE NEED OCCUR TO TRESPASS ONTO PRIVATE PROPERTY; IT WILL BE THE RESPONSIBILITY OF THE DEPARTMENT TO SECURE SUCH TRESPASS NEEDS.

14. NO WORK NEAR OR WITHIN RAILROAD RIGHT-OF-WAY IS ANTICIPATED. SHOULD THE NEED OCCUR TO TRESPASS ONTO RAILROAD PROPERTY, INCLUDING HIGHWAY-RAIL CROSSINGS; CONTACT THE RELEVANT NORTH CONSTRUCTION DISTRICT WHO WILL COORDINATE AS NEEDED WITH THE DELDOT RAILROAD COORDINATOR AT (302) 659-4098 TO COORDINATE THE EXECUTION OF THE APPROPRIATE AGREEMENTS AND AUTHORIZATIONS REQUIRED FROM ANY RAILROAD COMPANY INVOLVED.

15. UNDERGROUND AND AERIAL UTILITIES MAY BE PRESENT AT ALL WORK ORDER LOCATIONS. THEREFORE, ALL STANDARD PRACTICES AND PROCEDURES REGARDING UTILITIES SHALL BE FOLLOWED. AS PER THE DELDOT STANDARD SPECIFICATIONS, 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. SHOULD ANY CONFLICTS BE ENCOUNTERED AS A RESULT OF 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 STATE'S CONTRACTOR AS DIRECTED BY THE DISTRICT ENGINEER. THE CONTRACTOR SHALL CONTACT MISS UTILITY OF DELMARVA, A MINIMUM OF TWO WORKING DAYS PRIOR TO STARTING EACH WORK ORDER. SHOULD ANY CONFLICTS BE ENCOUNTERED DURING CONSTRUCTION REQUIRING ADJUSTMENT AND/OR RELOCATION OF THE AGENCIES' EXISTING FACILITIES, THE NECESSARY RELOCATION WORK SHALL BE ACCOMPLISHED BY THE RESPECTIVE AGENCIES' FORCES, AS DIRECTED BY THE ENGINEER. ANY ADJUSTMENTS AND/OR RELOCATIONS OF MUNICIPALLY OWNED FACILITIES SHALL BE DONE BY THE STATE'S CONTRACTOR IN ACCORDANCE WITH THE RESPECTIVE AGENCIES' STANDARD SPECIFICATIONS AS DIRECTED BY THE DISTRICT ENGINEER. THE CONTRACTOR IS RESPONSIBLE FOR THE SUPPORT AND PROTECTION OF ALL UTILITIES WHEN EXCAVATING. THE CONTRACTOR IS ADVISED TO CHECK THE SITE FOR ACCESS PURPOSES FOR HIS EQUIPMENT, AND MAKE ARRANGEMENTS DIRECTLY WITH UTILITY COMPANIES FOR FIELD ADJUSTMENTS FOR ADEQUATE CLEARANCES IF NECESSARY. 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 DISTANCE OF 10'-0" FROM ALL OVERHEAD ENERGIZED LINES.

16. SEASONAL RESTRICTIONS MAY EXIST AT SELECT LOCATIONS TO BE PERFORMED UNDER THIS CONTRACT. THE DEPARTMENT WILL NOTIFY THE CONTRACTOR UPON ISSUANCE OF A NEW WORK ORDER OF ANY RESTRICTIONS.

17. ALL PORTLAND CEMENT CONCRETE MUST BE RECEIVED FROM AN APPROVED PRODUCTION PLANT UNLESS OTHERWISE APPROVED BY THE ENGINEER. ONLY CALIBRATED VOLUMETRIC CONCRETE TRUCKS WILL BE PERMITTED TO PROVIDE ON-SITE MIXTURES. THIS PERTAINS TO BOTH WORK OCCURRING DURING NORMAL WORKING HOURS AND NIGHTTIME RESTRICTED WORK.

18. THE DELDOT PROJECT MANAGER SHALL BE RESPONSIBLE FOR COORDINATING WITH THE TRAFFIC SIGNAL CONSTRUCTION SECTION RELATING TO ANY IMPACTS TO TRAFFIC SECTION FACILITIES (INCLUDING BUT NOT LIMITED TO TRAFFIC LOOPS, JUNCTION WELLS ETC.) AT LEAST 4 WEEKS IN ADVANCE OF THE START OF THE ACTIVITY.

CONTRACT NOTES

1. ITEM 763622 CONSTRUCTION ENGINEERING, PAR REHABILITATION WILL COMPENSATE THE CONTRACTOR FOR THE FOLLOWING SURVEY ACTIVITIES. ANY LAYOUT ASSOCIATED WITH ADA IMPROVEMENTS, PROVIDING GRADES FOR UTILITY ADJUSTMENTS IF NECESSARY, THE LAYOUT OF LANE LINES FOR PAVING, GRADES FOR THE INSTALLATION OF DRAINAGE STRUCTURES OR OTHER ITEMS OF WORK AS DETERMINED BY THE ENGINEER. THE HOURLY PAYMENT WILL BE BASED UPON ACTUAL HOURS OF SURVEYING PERFORMED IN THE FIELD. IT WILL NOT INCLUDE TIME SPENT IN VEHICLE OR OFFICE. THE SURVEY CREW WILL BE RESPONSIBLE UPON ARRIVAL AND DEPARTURE ON THE JOBSITE TO CONTACT A MEMBER OF THE INSPECTION STAFF SO THAT HOURS CAN BE TRACKED FOR PAYMENT. THE

CONSEQUENCE FOR NOT DOING THIS WILL BE NON-PAYMENT FOR THE SURVEYING SERVICES.

2. THE PORTLAND CEMENT CONCRETE USED FOR ITEM 602130 - ADJUSTING AND REPAIRING EXISTING DRAINAGE INLET, 602131 – ADJUSTING AND REPAIRING EXISTING DOUBLE DRAINAGE INLET, ITEM 602132 - ADJUST AND REPAIR EXISTING MAN HOLES AND ITEM 710002 - ADJUST WATER VALVE BOX SHALL CONFORM TO THE REQUIREMENTS OF CLASS A CONCRETE (6 HOUR ROADWAY MIX) AS STATED WITHIN SECTION 503.03.7 OF THE DEPARTMENT'S STANDARD SPECIFICATIONS. ALSO, THE PERIMETER OF THE UTILITY ADJUSTMENT WILL BE SEALED AND WILL BE CONSIDERED INCIDENTAL TO THE APPLICABLE ADJUSTMENT ITEM

3. TRASH, RUBBISH, DEBRIS, BRUSH OR OTHER OBSTRUCTIONS THAT HAMPERS REPAIR / MAINTENANCE WORK IN THIS CONTRACT AS DETERMINED BY THE ENGINEER, SHALL BE REMOVED WITHIN THE PROJECT LIMITS AND SHALL BE INCIDENTAL TO PAY ITEM 763531 – WORK ORDER MOBILIZATION AND DEMOBILIZATION.

4. GRASS AND SOIL AREAS WITHIN STATE RIGHT-OF-WAY THAT HAVE BEEN DAMAGED BY THE CONTRACTOR'S EQUIPMENT DURING THIS CONTRACT SHALL BE RESTORED WITH TOPSOIL, SEED AND MULCH AS REQUESTED BY THE ENGINEER AT THE CONTRACTOR'S OWN EXPENSE.

5. CLEARING AND GRUBBING OF WEEDS, TREES AND SHRUBS SHALL BE INCIDENTAL TO APPLICABLE ITEMS OF WORK AND SHALL BE DONE IN ACCORDANCE WITH SECTION 201 OF THE STANDARD SPECIFICATIONS. GRUBBING ACTIVITIES PERFORMED IN WETLAND AREAS REQUIRE ENVIRONMENTAL PERMIT APPROVALS.

6. THE CONTRACTOR WILL CONTACT THE DELAWARE TMC AT 302-659-4600 PRIOR TO ANY UNMANNED AIRCRAFT VEHICLE (UAV) FLIGHTS. THE CONTRACTOR WILL BE REQUIRED TO PROVIDE THE FOLLOWING INFORMATION: THE REGISTRATION NUMBER OF THE UAV, THE FLIGHT TIME, LOCATION OF THE FLIGHT, THE PILOT'S NAME AND THE PILOT'S CONTACT NUMBER DURING THE FLIGHT.

7. THE CONTRACTOR SHALL REMOVE AND RESET ALL MAILBOXES TO MAINTAIN MAIL SERVICE AS DIRECTED BY THE ENGINEER. THE CONTRACTOR SHALL RELOCATE MAILBOXES AS REQUIRED BY ANY ISSUED WORK ORDERS AND AS DIRECTED BY THE ENGINEER. WHEN RELOCATING MAILBOXES IN CURBED SECTIONS, THE FACE OF THE MAILBOX SHALL BE FLUSH WITH THE BACK EDGE OF CURB. WHEN RELOCATING MAILBOXES IN OPEN SECTIONS, THE FACE OF THE MAILBOX SHALL SET BACK 8 INCHES FROM THE EDGE OF THE PAVED SHOULDER. THE BOTTOM OF THE MAILBOX SHALL BE POSITIONED IN ACCORDANCE WITH LATEST VERSION OF THE UNITED STATES POSTAL SERVICE GUIDELINES. MAILBOXES LOCATED AT DRIVEWAY ENTRANCES SHALL BE PLACED ON THE FAR SIDE OF THE DRIVEWAY IN THE DIRECTION OF TRAVEL. POSTS BEING RESET IN CONCRETE SIDEWALK SHALL BE PLACED IN AN APPROPRIATE SIZE PVC SLEEVE. ACCEPTABLE POST SHALL BE 4-INCH X 4-INCH WOOD POST OR 4-INCH DIAMETER WOOD POST. FOR RELOCATING MULTIPLE MAILBOXES TOGETHER ALL POST SHALL BE SEPARATED BY A DISTANCE OF NO LESS THAN $\frac{3}{4}$ OF THEIR FULL HEIGHT ABOVE THE GROUND. MULTIPLE MAILBOXES ATTACHED TO A SINGLE HORIZONTAL BOARD SHALL NOT BE LOCATED INSIDE THE CLEAR ZONE. EACH MAILBOX SHALL BE PLACED ON AN INDIVIDUAL POST MEETING THE CRITERIA ABOVE. ALL MAILBOXES SHALL BE SET NOT TO IMPEDE THE MINIMUM PAR (PEDESTRIAN ACCESS ROUTE) WIDTH AS DETERMINED BY THE CURRENT EDITION OF THE PEDESTRIAN ACCESSIBILITY STANDARDS FOR FACILITIES IN THE PUBLIC RIGHT OF WAY. IF MAILBOXES ARE NOT SET IN ACCORDANCE WITH THE ABOVE DIRECTIONS, RESETTING OF THE MAILBOXES WILL BE AT THE COST OF THE CONTRACTOR. COST FOR ALL

WORK AND MATERIALS SHALL BE INCIDENTAL TO THE CONTRACT.

8. THE PAVEMENT SECTION FOR FLEXIBLE PAVEMENT RESIDENTIAL DRIVEWAYS SHALL BE 2" BITUMINOUS CONCRETE, TYPE 'C' OVER 8" GRADED AGGREGATE BASE COURSE, TYPE 'B', UNLESS OTHERWISE NOTED IN THE ASSIGNED WORK ORDERS.

9. STATION AND ELEVATION DATA GIVEN FOR DRAINAGE STRUCTURES ARE TO BE APPLIED TO THE CENTER OF THE GRATE FOR INLETS AND TO THE CENTER OF THE STRUCTURE FOR JUNCTION BOXES AND MANHOLES

10. IN AREAS WHERE PROPOSED CURB MEETS EXISTING CURB AND THE TWO CURB TYPES ARE NOT SIMILAR, THE PROPOSED CURB SHALL BE TRANSITIONED IN 10 LINEAR FEET, UNLESS OTHERWISE DIRECTED BY THE ENGINEER. PAYMENT FOR THIS WORK, INCLUDING SAW CUTTING EXISTING CURB SHALL BE INCIDENTAL TO THE PROPOSED CURB ITEM.

11. WHERE PROPOSED CONCRETE SIDEWALK IS CONSTRUCTED TO MEET EXISTING SIDEWALK, THE EXISTING SIDEWALK SHALL BE SAWCUT AT THE TIE-IN POINT OR MEET THE NEAREST EXISTING SIDEWALK JOINT. ALL SAW CUTTING SHALL BE FULL DEPTH, UNLESS OTHERWISE NOTED ON THE PLANS OR DIRECTED BY THE ENGINEER AND SHALL BE PAID FOR UNDER ITEM 762001 – SAW CUTTING, CONCRETE, FULL DEPTH.

12. PORTLAND CEMENT CONCRETE CHANNELIZING ISLANDS THAT ARE LESS THAN 75 SQ. FT. MAY BE POURED MONOLITHICALLY, OR AS DIRECTED BY THE ENGINEER.

13. FOR FULL DEPTH PAVEMENT CONSTRUCTION, PEDESTRIAN CONNECTION CONSTRUCTION, SIDEWALK CONSTRUCTION, AND/OR UTILITY RELOCATIONS, BARE SOILS SHALL BE COVERED WITHIN THREE (3) CALENDAR DAYS TO PREVENT EROSION. THIS CAN BE ACCOMPLISHED BY PLACING PROPOSED SUBBASE MATERIAL SUCH AS GRADED AGGREGATE BASE COURSE (GABC) OR GEOTEXTILE / PLASTIC SHEETING THAT IS SECURED SO AS TO NOT BLOW AWAY OR BE UNDERMINED BY RUNOFF.

14. IF WETLANDS ARE LOCATED IN THE VICINITY OF A WORK ORDER, THE ENGINEER MAY REQUEST THAT THE CONTRACTOR FLAG THE WETLAND AREA. THE WORK REQUIRED FOR WETLAND FLAGGING SHALL BE MEASURED AND PAID IN ACCORDANCE WITH 763622 – CONSTRUCTION ENGINEERING, PAR REHABILITATION. THE MATERIAL TO BE USED FOR FLAGGING THE LIMITS OF CONSTRUCTION SHALL BE ORANGE VINYL MATERIAL WITH THE WORDING "WETLAND BOUNDARY" PRINTED THEREON. IN WOODED AREAS, THE FLAGGING SHALL BE TIED ON THE TREES, AT APPROXIMATE 20-FOOT INTERVALS THROUGH WETLAND AREAS. IN OPEN FIELD AND YARD AREAS THAT HAVE BEEN IDENTIFIED AS WETLANDS, 6-FOOT POSTS SHALL BE DRIVEN INTO THE GROUND AT APPROXIMATE 20-FOOT INTERVALS AND TIED WITH THE FLAGGING. IF THE FLAGGING HAS BEEN DESTROYED AND THE ENGINEER DETERMINES THAT ITS USE IS STILL REQUIRED, THE CONTRACTOR SHALL REFLAG THE AREA AT NO COST TO THE DEPARTMENT. IF THE CONTRACTOR, AFTER NOTIFICATION BY THE ENGINEER THAT REPLACEMENT FLAGGING IS NEEDED, DOES NOT REPLACE THE DESTROYED FLAGGING WITHIN 48 HOURS, THE ENGINEER MAY PROCEED TO HAVE THE AREA REFLAGGED. THE COST OF THE REFLAGGING BY THE ENGINEER WILL BE CHARGED TO THE CONTRACTOR AND DEDUCTED FROM ANY MONIES DUE UNDER THE CONTRACT. AT THE COMPLETION OF CONSTRUCTION, THE CONTRACTOR SHALL REMOVE ALL POSTS AND FLAGGING. ALL WORK ASSOCIATED WITH WETLAND FLAGGING.

15. DISPOSAL OR PLACEMENT OF BITUMINOUS MATERIAL WITHIN AN EXCAVATION AREA WILL BE PAID UNDER ITEM 202000 – EXCAVATION AND EMBANKMENT.

MAINTENANCE OF TRAFFIC

1. ALL WORK SHALL BE PERFORMED IN A MANNER THAT SHALL ENSURE THE LEAST PRACTICAL OBSTRUCTION TO ALL ROAD USERS, INCLUDING VEHICULAR, PEDESTRIAN, AND BICYCLE TRAFFIC, AND SHALL COMPLY WITH THE REQUIREMENTS SPECIFIED IN THE LATEST VERSION OF THE "DELAWARE MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES" (DE MUTCD) PART 6, INCLUDING REVISIONS IN EFFECT AT THE TIME OF ADVERTISEMENT FOR BIDS.
2. THE CONTRACTOR SHALL PREPARE AND SUBMIT A TEMPORARY TRAFFIC CONTROL PLAN, INCLUDING VEHICLE, PEDESTRIAN AND BICYCLE FACILITIES FOR EACH SITE TO DELDOT FOR APPROVAL. THE TEMPORARY TRAFFIC CONTROL PLAN MUST CLEARLY INDICATE ORIENTATION OF TRAFFIC CONTROL DEVICES TO BE USED FOR EACH SITE AND SHALL INCLUDE THE PROPOSED WORKING TIMES. THE PLAN MUST RECEIVE WRITTEN APPROVAL BY THE DELDOT DISTRICT SAFETY OFFICER AND THE ENGINEER PRIOR TO COMMENCEMENT OF WORK ON EACH SITE. MAINTENANCE OF TRAFFIC TYPICAL APPLICATIONS ARE DESCRIBED IN THE DELAWARE MUTCD. THE CONTRACTOR SHALL BE RESPONSIBLE FOR DETERMINING THE APPLICABLE TYPICAL APPLICATION FOR EACH WORK ORDER. THE PROPOSED TEMPORARY TRAFFIC CONTROL PLAN MUST BE SUBMITTED TO DELDOT A MINIMUM OF FOURTEEN (14) DAYS PRIOR TO COMMENCEMENT OF WORK AT EACH LOCATION. IF THE CONTRACTOR DOES NOT FOLLOW THE APPROVED TEMPORARY TRAFFIC CONTROL PLAN DURING CONSTRUCTION, THE DEPARTMENT RESERVES THE RIGHT TO SUSPEND THE WORK IN ACCORDANCE WITH SECTION 104.08 OF THE STANDARD SPECIFICATIONS. PAYMENT FOR THIS WORK BE INCLUDED IN THE BID PRICE FOR ITEM 801000 (MAINTENANCE OF TRAFFIC).
3. IF A ROAD CLOSURE IS DEEMED NECESSARY, THE CONTRACTOR SHALL BE REQUIRED TO SUBMIT THE PROPOSED DETOUR ROUTE TO THE DELDOT SAFETY OFFICER FOR APPROVAL. A TEN (10) DAY DETOUR REVIEW LEAD TIME SHALL BE PROVIDED TO THE DEPARTMENT FOR ANY REQUESTED DETOUR. PAYMENT FOR DETOUR PLAN PREPARATION SHALL BE INCLUDED IN THE BID PRICE FOR ITEM 801000 (MAINTENANCE OF TRAFFIC). THE DEPARTMENT WILL COORDINATE WITH THE SAFETY SECTION AND BE RESPONSIBLE FOR THE NECESSARY EMERGENCY NOTIFICATIONS. THE DETOUR ROUTE REQUIRES APPROVAL BY THE DEPARTMENT PRIOR TO CLOSURE. THE CONTRACTOR SHALL BE RESPONSIBLE FOR FURNISHING AND MAINTAINING THE MAINTENANCE OF TRAFFIC APPARATUS AT THE CLOSURE (I.E. TYPE III BARRICADE, ROAD CLOSED SIGNS, ETC.) AND ALL ADVANCE-WARNING SIGNS. THE CONTRACTOR SHALL BE RESPONSIBLE FOR PLACEMENT OF DETOUR TRAILBLAZERS. PAYMENT FOR DETOUR TRAILBLAZERS SHALL BE UNDER ITEM 810001, TEMPORARY WARNING SIGNS AND PLAQUES. IF NECESSARY, THE ENGINEER WILL ASSIGN THE DETOUR ROUTE. THE DEPARTMENT RESERVES THE RIGHT TO DENY ANY DETOUR REQUESTS.
4. ANY ANTICIPATED IMPACT TO TRAFFIC SIGNALS MUST BE REVIEWED BY THE DELDOT TRAFFIC SIGNAL DESIGN SECTION PRIOR TO CONSTRUCTION. THEY CAN BE CONTACTED AT 302-659-4060.
5. ALL FLAGGERS UTILIZED BY THE CONTRCTOR FOR THIS PROJECT SHALL BE ATSSA CERTIFIED. ALL FLAGGERS SHALL HAVE THEIR CERTIFICATION CARDS WITH THEM WHILE WORKING. ABSENCE OF A CERTIFICATION CARD WILL BE JUSTIFICATION FOR FLAGGER DISMISSAL FROM THE SITE AND

CORRESPONDING SUSPENSION OF WORK. ALL CONSTRUCTION AND CONTRACTOR VEHICLES AND EQUIPMENT SHALL BE EQUIPPED WITH AN OPERATING ROOF MOUNTED AMBER FLASHING STROBE LIGHT. ALL WORKERS SHALL WEAR A RETRO REFLECTIVE ANSI TYPE 3 OR EQUIVALENT SAFETY VEST WHILE THEY ARE WITHIN THE RIGHT-OF-WAY OR ADJACENT TO IT.

6. THE CONTRACTOR SHALL HAVE AN AMERICAN TRAFFIC SAFETY SERVICES ASSOCIATION (ATSSA) CERTIFIED TRAFFIC CONTROL SUPERVISOR ON THE PROJECT AS DIRECTED BY THE ENGINEER. THE ATSSA SUPERVISOR MAY BE THE CONTRACTOR'S GENERAL SUPERINTENDENT FOR THE PROJECT OR ANOTHER ATSSA CERTIFIED MEMBER OF THE CONTRACTOR'S PROJECT STAFF. THE ATSSA CERTIFIED TRAFFIC CONTROL SUPERVISOR'S 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. HE/SHE SHALL ALSO SERVE AS THE LIAISON WITH THE DEPARTMENT CONCERNING THE CONTRACTOR'S MAINTENANCE OF TRAFFIC. THE NAME AND CONTACT INFORMATION FOR THE PROPOSED ATSSA CERTIFIED TRAFFIC CONTROL SUPERVISOR SHALL BE SUBMITTED TO THE DEPARTMENT. PAYMENT FOR THE ATSSA CERTIFIED TRAFFIC CONTROL SUPERVISOR SHALL BE INCIDENTAL TO THE CONTRACT.

7. MAINTAIN SIGNS THAT MUST REMAIN IN PLACE DURING THE PROJECT AS NOTED IN THE CONTRACT DOCUMENTS AND/OR AS DIRECTED BY THE ENGINEER. REMOVE OR COVER ANY EXISTING SIGNS THAT CONFLICT WITH ANY CONSTRUCTION SIGNS AS DIRECTED BY THE ENGINEER. PROPERLY STORE REMOVED SIGNS TO PREVENT LOSS OR DAMAGE. REPLACE OR REIMBURSE THE DEPARTMENT FOR ANY LOST OR DAMAGED EXISTING SIGNS.

8. THE CONTRACTOR SHALL STAKE OUT LOCATIONS OF WARNING SIGNS IN THE FIELD AND RECEIVE APPROVAL FROM THE ENGINEER FOR THE LOCATION AND METHOD OF MOUNTING PRIOR TO ORDERING THE SIGNS.

9. THE CONTRACTOR WILL BE RESPONSIBLE TO CORRECT ANY ERRONEOUS PAVEMENT MARKINGS IMMEDIATELY AT THE CONTRACTOR'S EXPENSE. ERRONEOUS MARKINGS OR SHADOWS THAT EXCEED ONE (1) INCH IN WIDTH SHALL BE REMOVED BY EITHER SAND OR WATER BLASTING. THE ENGINEER MUST APPROVE ANY STRIPING REMOVAL OR CORRECTION METHODS. ANY DAMAGE TO THE PAVEMENT CAUSED BY THE REMOVAL OF ERRONEOUS MARKINGS SHALL BE REPAIRED OR REPLACED TO THE SATISFACTION OF THE ENGINEER AT THE CONTRACTOR'S EXPENSE

10. AT THE END OF EACH DAY'S OPERATION AND BEFORE TRAFFIC IS RETURNED TO UNRESTRICTED ROADWAY USE, TEMPORARY STRIPING SHALL BE UTILIZED AT LOCATIONS THAT REQUIRE PERMANENT STRIPING. TEMPORARY PAVEMENT STRIPING MUST MATCH PERMANENT PAVEMENT STRIPING IN ALL REGARDS. TEMPORARY PAVEMENT MARKINGS SHALL BE PAID AT THE APPLICABLE CONTRACT UNIT PRICE. THE CONTRACTOR IS RESPONSIBLE FOR MAINTAINING THE TEMPORARY MARKINGS IN GOOD CONDITION SUCH THAT THE PAVEMENT IS PROPERLY DELINEATED AT ALL TIMES. ANY REFRESHING OF THE TEMPORARY MARKINGS WILL BE AT THE CONTRACTOR'S EXPENSE.

11. PLACEMENT OF TEMPORARY MARKINGS SHALL RECEIVE PRIOR APPROVAL FROM THE ENGINEER.

12. PEDESTRIAN MAINTENANCE OF TRAFFIC:

- THIS WORK SHALL CONSIST OF PROVIDING AND MAINTAINING AN ACCESSIBLE PEDESTRIAN ROUTE THROUGHOUT THE PROJECT'S LIMITS IN ACCORDANCE WITH THE AMERICANS WITH DISABILITIES ACT OF 1990 (ADA) TITLE II, PARAGRAPH 35.130.
- THE CONTRACTOR SHALL BE REQUIRED TO REVIEW EACH PEDESTRIAN CONNECTION LOCATION AND SUBMIT THE APPROPRIATE MAINTENANCE OF TRAFFIC DETAIL AND DEVICES TO THE ENGINEER FOR EACH LOCATION FOURTEEN DAYS BEFORE CONSTRUCTION FOR REVIEW, COMMENT, AND APPROVAL BY THE DISTRICT TRAFFIC SAFETY OFFICER
- THE FOLLOWING CONSIDERATIONS SHALL BE TAKEN INTO ACCOUNT WHEN ADDRESSING ACCESSIBLE PEDESTRIAN MAINTENANCE OF TRAFFIC:
 - ALL PEDESTRIANS, INCLUDING PERSONS WITH DISABILITIES, SHALL BE PROVIDED WITH A REASONABLY SAFE, CONVENIENT AND ACCESSIBLE PATH THAT REPLICATES AS MUCH AS PRACTICABLE THE EXISTING PEDESTRIAN FACILITIES.
 - PROVIDE PEDESTRIAN ACCESS THROUGH OR AROUND THE WORK ZONE. THE CONTRACTOR MAY ELECT TO MAINTAIN ACCESS EITHER WITH A PEDESTRIAN DETOUR OR A PEDESTRIAN FLAGGER. THIS INFORMATION MUST BE DOCUMENTED IN THE CONTRACTOR'S SUBMISSION TO THE DEPARTMENT FOR MOT APPROVAL. IF A DETOUR IS CHOSEN, THE DETOUR ROUTE MUST MEET OR EXCEED THE CURRENT ACCESS CONDITIONS.
 - WORK SHOULD BE PHASED SO THAT ALL AREAS OF AN INTERSECTION/SIDEWALK PATH ARE NOT UNDER CONSTRUCTION AT THE SAME TIME UNLESS A CLEAR PATH IS PROVIDED AND IDENTIFIED.
 - TRAFFIC CONTROL DEVICES AND OTHER CONSTRUCTION MATERIALS AND FEATURES SHALL NOT INTRUDE INTO THE USABLE WIDTH OF THE SIDEWALK, TEMPORARY PATHWAY OR OTHER PEDESTRIAN FACILITY.
 - SIGNS AND OTHER DEVICES MOUNTED LOWER THAN 7 FT ABOVE THE TEMPORARY PEDESTRIAN PATHWAY SHALL NOT PROJECT MORE THAN 4 IN. INTO ACCESSIBLE PEDESTRIAN ROUTE.
 - A SMOOTH, CONTINUOUS HARD SURFACE SHALL BE PROVIDED THROUGHOUT THE ENTIRE LENGTH AND WIDTH OF THE PEDESTRIAN ROUTE THROUGHOUT CONSTRUCTION. THERE SHALL BE NO CURBS OR VERTICAL ELEVATION CHANGES GREATER THAN ¼ IN. IN GRADE OR TERRAIN THAT COULD CAUSE TRIPPING OR BE A BARRIER TO WHEELCHAIR USE.

13. ACCEPTABLE MATERIALS FOR TEMPORARY PEDESTRIAN PATHS SHALL INCLUDE CONCRETE, HOT-MIX, COMPACTED MILLINGS OR PLYWOOD WALKWAY STRUCTURE. PLYWOOD WALKWAY STRUCTURES SHALL ALSO INCLUDE DETECTABLE EDGING AND RAILINGS IN ACCORDANCE WITH THE 2018 PEDESTRIAN ACCESSIBILITY STANDARDS FOR FACILITIES IN THE PUBLIC RIGHT-OF-WAY AND THE DELAWARE MUTCD. STONE OR GRADED AGGREGATE BASE COURSE SHALL NOT BE USED FOR TEMPORARY PEDESTRIAN PATHS WITHOUT APPROVAL OF THE ENGINEER.

14. PEDESTRIAN CONNECTION AND/OR SIDEWALK CONSTRUCTION (NOT INCLUDING MEDIAN ISLANDS) SHALL BE COMPLETED DURING A SINGLE OPERATION. THE RAMP/SIDEWALK SHALL BE REMOVED AND PLACED BACK THE SAME NIGHT/DAY AND OPEN TO PEDESTRIAN TRAFFIC THE FOLLOWING DAY. THE USE OF A MONOLITHIC POUR SHALL BE PERMITTED WITH A BOND BREAKER TO BE PLACED AT THE BACK OF THE CURB AND EDGE OF SIDEWALK. IF THE PEDESTRIAN CONNECTION /SIDEWALK CANNOT BE COMPLETED IN A SINGLE OPERATION THE EXCAVATED AREA MUST BE BACKFILLED TO GRADE WITH COMPACTED MILLING MATERIAL ONLY. THIS MILLING MATERIAL WILL BE PAID FOR UNDER ITEM 301006 RECYCLED ASPHALT PAVEMENT (CY) AND WILL ONLY BE PAID IF PLACED IN ACCORDANCE WITH

ADA REQUIREMENTS IN ALL ASPECTS. THE CONTRACTOR SHALL MAINTAIN ACCESS TO AND ALONG PEDESTRIAN FACILITIES AT ALL TIMES DURING CONSTRUCTION. EARTH, STONE AND GRAVEL SURFACES ARE NOT ACCEPTABLE FOR PROVIDING PEDESTRIAN ACCESS. IF PEDESTRIAN CONNECTION CANNOT BE COMPLETED IN A SINGLE OPERATION AND PEDESTRIAN ROUTES ARE CLOSED OR BLOCKED, ALTERNATE PEDESTRIAN ACCESS SHALL BE PROVIDED USING TA-28 AND/OR TA-29 OF THE 2011 DELAWARE MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES OR A PEDESTRIAN FLAGGER PROVIDED TO ENSURE SAFE PEDESTRIAN MOVEMENTS TO THE SATISFACTION OF THE ENGINEER. PEDESTRIAN DETOUR ROUTES OR ALTERNATE PEDESTRIAN FACILITIES SHALL CONSIST OF ADA COMPLIANT FACILITIES TO THE LEVEL OF WHICH EXISTS ON THE PEDESTRIAN ROUTE. THE COST FOR ANY PROVISIONS SHALL BE INCIDENTAL TO ITEM 801000 - MAINTENANCE OF TRAFFIC.

15. PEDESTRIAN FLAGGER: ADDITIONAL QUANTITY HAS BEEN ESTIMATED FOR ITEMS 811001 FLAGGER, NEW CASTLE COUNTY, STATE AND 811013 FLAGGER, NEW CASTLE COUNTY, STATE, OVERTIME TO PROVIDE A FLAGGER PRESENCE DURING PEDESTRIAN CONNECTION CONSTRUCTION. THE FLAGGER WILL BE NECESSARY TO PROVIDE SAFE PEDESTRIAN MOVEMENTS AT LOCATIONS WHERE NORMAL PEDESTRIAN MOVEMENTS HAVE BEEN INTERRUPTED. THE FLAGGER WILL BE REQUIRED TO BE PRESENT AT ALL TIMES WHILE THE CONTRACTOR IS ACTIVELY CONSTRUCTING PEDESTRIAN CONNECTIONS.

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

MILLINGS OR GABC SHALL BE USED AT THE FOLLOWING LOCATIONS WHERE ACCESS TO A BUSINESS, RESIDENCE, OR EDGE DROP OFF NEEDS TO BE MAINTAINED UNLESS OTHERWISE NOTED IN THE PLANS OR DIRECTED BY THE ENGINEER TO USE BITUMINOUS CONCRETE OR COLD PATCH. ALL MILLINGS AND GABC WILL BE ROLLED AND COMPACTED TO HELP PREVENT THE MATERIAL FROM UNRAVELLING:

- a. DRIVEWAYS
- b. ENTRANCES
- c. LOW VOLUME ACCESS RAMPS (IDENTIFIED IN THE CONTRACT DOCUMENTS)
- d. EDGE DROP-OFFS ADJACENT TO LIVE ROADWAY (LANES AND SHOULDER) AND THE PROPOSED ROAD CONSTRUCTION
- e. EDGE OF ROADWAY DROP-OFF

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

ROADWAY AT WHICH TIME THE MATERIAL WOULD BE PAID FOR UNDER THE RESPECTIVE CONTRACT MATERIAL ITEM.

VERTICAL DIFFERENCES SHALL BE CORRECTED IN ACCORDANCE WITH TABLE 6G-1 OF THE DELAWARE MUTCD.

17. THE SAFETY MEASURES OUTLINED WITHIN THIS CONTRACT AND THE DELAWARE MUTCD ARE NOT SUFFICIENT IN EVERY INSTANCE TO GUARANTEE THE PROTECTION OF THE TRAVELING PUBLIC OR THE PERSONS WORKING ON THE PROJECT. THEREFORE, THE PROVISIONS OF THIS CONTRACT DO NOT RELIEVE THE CONTRACTOR OF THE SOLE RESPONSIBILITY FOR THE SAFETY OF ALL PERSONS WORKING WITHIN OR TRAVELING THROUGH THE WORK ZONE DURING THE DURATION OF THE PROJECT. THE CONTRACTOR SHALL IMPLEMENT ANY ADDITIONAL SAFETY MEASURES THAT ARE NOT EXPRESSLY REQUIRED BY THE CONTRACT AND ARE NECESSARY TO ENSURE THE SAFETY OF ALL PERSONS. THE CONTRACTOR SHALL SUBMIT TO THE ENGINEER JUSTIFICATION FOR DEVIATIONS FROM THE TRAFFIC CONTROL PLAN OR TRAFFIC MANAGEMENT PLAN. FINAL APPROVAL OF THE DEVIATIONS OR ADDITIONS SHALL REST WITH THE ENGINEER WITH GUIDANCE FROM THE TRAFFIC SAFETY SECTION. ALL COSTS FOR THIS WORK SHALL BE INCIDENTAL TO THE APPLICABLE MAINTENANCE OF TRAFFIC PAY ITEMS AS LISTED IN THE ORIGINAL CONTRACT.