



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

JENNIFER COHAN
SECRETARY

VIA WEBSITE POSTING

September 16, 2020

Contract No. T202103301
CTF, Open End, South, FY21-FY22
Sussex County

Ladies and Gentlemen:

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

1. The Bid Proposal Cover, revised, to be substituted for the same page of the Proposal.
2. Five (5) pages, Special Provision 401580 - Ride Quality of Bituminous Pavement, pages 32 through 36, have been deleted from the Proposal.

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

Sincerely,
~signature on file~
Connie Ivins
Competitively Bid Contracts Coordinator
Delaware Department of Transportation

STATE OF DELAWARE
DEPARTMENT OF TRANSPORTATION



BID PROPOSAL

CONTRACT T202103301

CTF, OPEN END, SOUTH, FY21-FY22

Advertisement Date: September 4, 2020

INCLUDED IN THIS DOCUMENT:

BID PROPOSAL:

GENERAL DESCRIPTION
PROSPECTIVE BIDDERS NOTES
GENERAL NOTICES
SPECIAL PROVISIONS
QUANTITY SHEET SUMMARY

ADDITIONAL BID PROPOSAL ITEMS:

ATTACHED OR POSTED DOCUMENTS:

PROJECT PLANS
QUESTIONS & ANSWERS (if posted)
GUARDRAIL END-TREATMENT INFO

**PAPER BIDDERS CONTACT DELDOT
FOR BID SUBMITTAL DOCUMENTS:**

DRUG TESTING AFFIDAVIT;
CERTIFICATION FORM;
BID BOND FORM;
CD FOR BID PRICE ENTRY & PRINTING

This Bid Proposal and related documents can be viewed on bids.delaware.gov and, for subscribers bidx.com/de/

Internet Bids for Bidders with Bid Express® accounts can be submitted at [BIDX.com/de](https://bidx.com/de/); **OR**;

Paper Bids With CD will be received at the DelDOT Administration Building, Dover, DE;

ALL BIDS DUE PRIOR TO 2:00 P.M. Local Time, October 6, 2020

Contract No. T202103301

401580 - RIDE QUALITY OF BITUMINOUS PAVEMENT

Description:

This specification outlines requirements for an acceptable ride surface in addition to requirements established in DelDOT Standard Specifications. The Contractor is responsible for providing smoothness characteristics that meet these requirements. The Contractor is responsible for providing equipment, maintenance of traffic (MOT) as required by the Delaware MUTCD, and performing testing in accordance to this specification. All costs for testing and MOT are 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 consists of full depth construction. Full depth construction is considered to be when contract documents or modifications provide opportunity for preparation of the subgrade prior to paving.

Class 2 Project - a project that consists of a minimum of two smoothness opportunities.

Class 3 Project - a project that consists of one smoothness opportunity.

Deviation - a hump or depression that exceeds defined tolerances.

Smoothness Opportunity - a smoothness opportunity is considered to be any of the following; roadway milling, placement of a leveling course, in-place recycling, or placement of a lift of bituminous concrete. The final wearing surface is considered one smoothness opportunity.

Equipment:

The Contractor must have a 10' straightedge available during all paving operations.

The Contractor must also have a high speed or lightweight inertial profiling system that meets requirements of AASHTO M328 capable of collecting data in both wheelpaths simultaneously.

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Prior to the start of corrective actions, the Contractor must 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:

The Contractor is responsible for testing the pavement surface using an approved inertial profiler in accordance to manufacturer and AASHTO R57 from the start of paving limits to the end of pavement limits. Testing must be performed 3 times in each lane paved in the direction of traffic flow. Testing must be performed within seven (7) days of completion of project paving operations in each location.

The Contractor is responsible for providing information relative to locations that are to be excluded from calculation of the International Roughness Index. These areas must still meet 10' straightedge requirements.

Areas that are to be tested but will be removed prior to IRI analysis are:

1. 50 feet prior to the first bridge deck expansion joint and 50 feet after the last expansion joint if a bridge deck is excluded from smoothness operations.
2. 50' longitudinally from the center of an existing obstruction within the test area such as a manhole, water main, or catch basin that impedes paving operations.
3. 50' longitudinally from transverse joints that separate it from existing pavement not included on this contract.

Areas that are not to be profiled but are still subject to 10' straightedge requirements are:

1. Shoulder areas
2. Parking lots
3. Ramps, Streets, or Acceleration / Deceleration lanes less than 1000' in length.

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Submission Requirements:

Test results must be submitted to the Engineer within five working days of 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 Contractor is required to submit summary table IRI reports from their test equipment for 1 run for each lane and direction of paving. This report must also include:

1. Profiling Company Name
2. Date of Test
3. Contract Number
4. Location Description
5. Testing Personnel

The Contractor is required to submit ERD files for each of the 3 tests run in each lane and direction of paving to the Engineer for analysis. The Contractor must provide to the Engineer written documentation indicating the start and end of bridges and the center of obstructions relative to the stationing used on the testing that are not subject to IRI analysis.

Acceptance and Payment:

Acceptance of the final pavement will be based on Engineer calculated IRI values using ProVAL software upon removal of allowable areas of exemption and the number of deviations found in the pavement surface. The IRI measurements will be calculated in 0.1 mile (528 foot) sections for payment purposes. The average value of the three test runs will be used and the average value will be rounded to the nearest tenth. Payments for each section will be based on estimated tonnage calculated from plan thickness and widths using the average maximum specific gravity ("Rice") for all surface mix used at that location.

Deviations equal to or in excess of 0.25" in 10' are to be corrected at the Contractor's expense or will have a discount charge of \$200.00 per deviation.

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

Where: L = Length Segment (ft.)

W = Lane Width (ft.)

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T = Plan Thickness (in.)

$$IRI \text{ Incentive / Disincentive} = \text{Estimated Tonnage} * UP * (PA-100)/100$$

Where: UP = Contract Unit Price (Dollars)

PA = Pay Adjustment (Table A)

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

$$(\sum IRI \text{ adj for each section}) - \text{Total Deviations} * 200$$

It is possible to receive incentive 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 84% of the section pay, 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 IRI	
Class 1	
IRI per 0.1 mile Segment (in./mi.)	Pay Adjustment
≤ 50	103%
> 50 and < 145	100+ 0.2(65- IRI)
≥ 145	84%
Class 2	
IRI per 0.1 mile Segment (in./mi.)	Pay Adjustment
≤ 60	106%
> 60 and < 170	100+ 0.2(90- IRI)
≥ 170	84%

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Correction 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 Engineers discretion to correct pavement surfaces assessed a discount charge. The Engineer may require corrective actions including remove & replace if the deviation discount charge exceeds 50% of the cost of materials or the IRI pay adjustment is 84%. Deviations must be corrected if it is determined that they are at a height or depth that may create a safety concern.

4/10/2019