STATE OF DELAWARE
DEPARTMENT OF TRANSPORTATION

BID PROPOSAL

CONTRACT T202501101

OPEN-END PEDESTRIAN ACCESS ROUTES & SIDEWALK IMPROVEMENTS, NCC FY25-FY27

Advertisement Date: May 15, 2025

INCLUDED IN THIS DOCUMENT:

BID PROPOSAL:
GENERAL DESCRIPTION
PROSPECTIVE BIDDER'S NOTES
GENERAL NOTICES
PREVAILING WAGES
SPECIAL PROVISIONS
QUANTITY SHEET SUMMARY

ADDITIONAL BID PROPOSAL ITEMS:

ATTACHED OR POSTED DOCUMENTS:
PROJECT PLANS
QUESTIONS & ANSWERS (if posted)
BREAKOUT SHEETS

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; **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, JUNE 17, 2025

GENERAL DESCRIPTION

A. BIDS DUE: JUNE 17, 2025 **PRIOR TO 2:00 P.M. Local Time** – unless changed via Addendum.

BIDS MUST BE SUBMITTED VIA:

(a) Internet - Bidders with DelDOT Bid Express® accounts can submit bids at bidx.com/de/.
OR:
(b) Paper Bid Delivered To: Delaware Department of Transportation, Administration Building
North Entrance, Bidders Room, 800 Bay Road, Dover, DE 19901

For paper bids, contact DelDOT at dot-ask@delaware.gov or (302) 760-2031 to request a CD for bidding, required forms, and instructions. Bidders enter their Bid Item prices onto the supplied CD then print the form and deliver in a sealed envelope; the Bid Form, completed CD, and required documents prior to the Bid due date and time. *(CD's cannot be used to submit bids to bidx.com)*

Do not submit both Internet and Paper Bids. *If so, the Internet bid and documents will be rejected.*

BID OPENING: Bids will be publicly opened and read aloud at the Date and Time of the Bid Opening. The Bid Opening will be held at the 'Paper Bid Delivered To' address shown above. Bidder bears the risk of late delivery, bids received after the stated time will be returned unopened.

NEW

Attendance is not required. DelDOT offers a call-in number to hear the Bid Opening telephonically.
The telephone number to call is (302) 504-8986.
When prompted, enter Meeting number (access code): 651 529 280#
It is anticipated the telephone access information will remain the same for all Bid Openings.

B. PRE-BID MEETING: No

C. LOCATION: New Castle County
These improvements are more specifically shown on the Location Map(s) of the attached Plans.

D. DESCRIPTION: The improvements consist of furnishing all labor and materials for Pedestrian Access Route and Sidewalk improvement at various locations in New Castle County. Work intended to occur outside of municipal jurisdictions. DelDOT's ADA Self-Assessment and Transition Plans lays out a schedule to convert known and inventoried pedestrian facilities that do not meet ADA compliance. This project will develop individual construction work orders to convert non-compliant pedestrian facilities to current ADA compliance standards. The project will also help fill in missing sidewalk links/connections to enhance pedestrian mobility. Follow other incidental construction in accordance with the location, notes and details shown on the plans, and as directed by the Engineer.

E. COMPLETION TIME: All work on this contract must be complete within 365 Calendar Days.
Extensions of contract time due to weather are specified in the Standard Specifications Section 108.7F, weather days.
The Department's intent is to issue a Notice to Proceed for work to start on or about November 2, 2025.

F. SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION, DELAWARE DEPARTMENT OF TRANSPORTATION, JANUARY 2024 apply to this Bid Proposal and Project. 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 Standard and Supplemental Specifications can be viewed here. Units of Measure can be found at 101.4.

G. ATTACHMENTS: Included as part of this Bid Proposal are; *Project Plans*; *Questions & Answers* (if posted); *Addenda* (if issued), *Referenced Documents*, *Documents Posted with this Bid Proposal*; and *Bid documents mailed to contractors*.

H. ADDENDA: All Addenda are posted on the internet at bids.delaware.gov, and bidx.com/de/and are included as part of the Bid Proposal. The Bidder is responsible to check the Website as needed to ensure that the Bidder is aware of Addenda that are included in the Bid Proposal. If Addenda are issued, the final Addendum will be posted no later than the end of the day two business days prior to the bid date. Each Addendum number and issue date must be entered on the submitted Certification Form. This original Bid Proposal will not be updated, you must refer to each Addendum.

I. QUESTIONS: E-MAIL TO; **dot-ask@delaware.gov**

Questions regarding this project are to be e-mailed to the above address no less than **six business days** prior to the bid opening date in order to receive a posted response. Please include the Contract number in the subject line. Questions and responses are posted at bids.delaware.gov, and bidx.com/de/. The date of the final posted Questions and Answers document must be entered on the submitted Certification Form.

J. ROAD USER COSTS:

Late Opening of Temporary Lane Closures – WO# 8 (S CHAPEL STREET)

Interim Road User Costs (RUC) for delays in opening lanes will be assessed according to the chart below. Refer to the Allowable Lane Closure Matrix in the Maintenance of Traffic (MOT) plans for start and end times of allowable lane closures. The interim RUC established will **be $500.00 per 15 minutes per lane closed** beyond the allowable lane closure hours, Monday through Sunday.

Table 1

S. Chapel Street	
Time All Lanes Reopened After End of Allowable Lane Closure Hours	**Road User Cost**
1st 15-minute increment	$500
2nd 15-minute increment	$500
3rd 15-minute increment	$500
4th 15-minute increment	$500
5th 15-minute increment	$500
6th 15-minute increment	$500
7th 15-minute increment	$500
8th 15-minute increment	$500
**After the first two hours beyond the allowable lane closure hour limit, RUC will accrue at $500 per 15min, up to a day total of $9,000. The RUC values within the chart are not cumulative, payments made after the first two hours are.*	

Example of calculation for assessment of Road User Cost:

For the use of this example, the lane closure matrix on the MOT plans will have a lane open time of 1:00 PM.

1) Failure to reopen S. Chapel Street until 2:05 PM, during the 5th 15-minute increment, local time: Per Table 1, a RUC of $2,500 will be assessed.

2) Failure to reopen S. Chapel Street until 5:20 PM, local time:

   Per Table 1, a RUC of $9,000 will be assessed.
   - $4,000 for the first two-hour period
   - 3:00 PM – 5:20 PM = $500 x (10) 15 min increments = $5,000

Assessment of the RUC will be made through Item 763525 – Road User Cost. The engineer will be the sole approving authority as to when the project is complete after traffic is returned to the ultimate alignment and when the contractors work activities will permit highway traffic ultimate lane width and shoulder widths.

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Extended Lane Closure – WO#2 (OLD CAPITOL TRAIL)

A RUC of $2,800 will be assessed for each calendar day the Old Capitol Trail is not fully opened to traffic in excess of the allowable closure duration identified in the Plans. The full daily RUC is assessed regardless of what time of day the roadway or ramp is reopened, starting at 12:00 AM. As such, no consideration will be given for partial calendar days.

Example of calculation for assessment of Road User Cost:

The duration of the detour according to the Plans is 45 calendar days. If the roadway is reopened at 12:05 AM on day 46, the full amount of the $2,800 RUC will be assessed.

Assessment of the RUC will be made through Item 763525 – Road User Cost. The engineer will be the sole approving authority as to when the project is complete after traffic is returned to the ultimate alignment and when the contractors work activities will permit highway traffic ultimate lane width and shoulder widths.

K. FLAGGERS:

A. Included in the Bid Proposal are the prevailing wages for highway construction 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.

B. Flaggers must be bid at a minimum equal to the Laborer wage rate and may be bid up to, but not to exceed, 3 times the Laborer wage rate in accordance with the County where the Work is being performed.

C. The Department will adjust the bid to the minimum for prices bid below the minimum acceptable bid and to the maximum for prices bid above the maximum allowable bid prior to award of the Contract.
   1. Flagger overtime must be bid at minimum of 1.45 times and may be bid up to a maximum of 4.35 times, the Laborer wage rate in accordance with the County where the Work is being performed.
   2. When a Contract for a Project contains both Federal Davis-Bacon and State of Delaware prevailing wage standards, the employer's minimum wage obligations are determined by whichever standards are higher.

D. Overtime:
   1. Payment for overtime will be considered on a weekly basis for time worked in excess of 40 hours for a continuous 7-day period beginning Monday and ending Sunday inclusive.
   2. Time worked on other Projects or Work activities other than flagging will not be counted in the normal 40 hours or the overtime.

E. The cost of the flagging operation when performed by others who are not the Contractor's employees will not be included in the 50% subcontracting limit as outlined in Section 108.1.

L. PROSPECTIVE BIDDERS NOTES:

1. **BIDDERS MUST BE REGISTERED** with DelDOT in order to submit a bid. E-Mail dot-ask@delaware.gov or call (302) 760-2031 to request registration information.

2. **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 amount bid.

3. **DELAWARE'S CONTRACTOR REGISTRATION ACT** - 19 Del.C. §§ 3601 *et seq*, requires all contractors and subcontractors to register with the Delaware Department of Labor before performing construction services or maintenance. Refer to the GENERAL NOTICES section for further information.

4. **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 at the following link:**
   http://regulations.delaware.gov/register/december2017/final/21%20DE%20Reg%20503%2012-01-17.htm

Note a few of the requirements;

* At bid submission - Each bidder must submit with the bid a single signed affidavit certifying that the bidder and its subcontractors has in place or will implement during the entire term of the contract a Mandatory Drug Testing Program that complies with the regulation (*a blank affidavit form is attached)*;
* At least two business days prior to contract execution - The awarded Contractor shall provide to DelDOT copies of the Employee Drug Testing Program for the Contractor, each participating DBE firm, and all other listed Subcontractors;
* 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 **DelDOT** has approved the program in writing.

5. **PERFORMANCE-BASED RATING SYSTEM** - 29 Del.C. §6962 (c)(12)(a) requires DelDOT to include a performance-based rating system for contractors. The Performance Rating for each Contractor shall be used as a prequalification to bid at the time of bid. Refer to *'General Notices'* for details.

6. **NO RETAINAGE** will be withheld on this contract unless through the Performance-Based Rating System.

7. **EXTERNAL COMPLAINT PROCEDURE** can be viewed on DelDOT's Website, Contractor Compliance/EEO - Delaware Department of Transportation or request a copy by calling (302) 760-2555.

8. **DELAWARE BUSINESS LICENSE;** a copy of your firm's Business License must be submitted with your bid.

9. **FLATWORK CONCRETE** TECHNICIAN CERTIFICATION TRAINING:
   Section 501.3, 503.3, 505.3, 610.3, 701.3 and 702.3 of the 2024 Standard Specifications require contractors 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.

10. **PREVAILING WAGES DO NOT APPLY TO THIS PROJECT**, refer to *29 Del. C. § 6960 (m)*.

11. **BREAKOUT SHEETS** MUST be submitted with your bid documents. Attach the breakout sheet(s) to the proposal. Failure to submit the breakout sheet with the proposal will result in the Department declaring the proposal as non-responsive and rejecting the bid.

12. **SECTION 106.06 BUY AMERICA** Contract Requirement in the Delaware Standard Specifications for Road and Bridge Construction, August, 2016 does not apply to this contract.

13. **SIGNAGE LANGUAGE**:
    In order to maintain effective communication with the traveling public, only place signs, banners, flags, or other displays within the projects limits that meet the requirements of the latest version of the Delaware Manual on Uniform Traffic Control Devices. Any signs or other materials which deviate from the MUTCD, must be preapproved by the Engineer. The only signage and materials which may be displayed upon vehicles and equipment within the Project area are signs denoting the name of the Contractor and any subcontractors and other signs and/or materials required and approved pursuant to the MUTCD and the Engineer. Contractor shall immediately remove any signs or materials within the Project that does not meet these requirements immediately upon notification by the Engineer. Failure to remove signs or other materials following notification from the Engineer will result in Liquidated Damages being assessed in the manner and amount specified in the Standard Specifications section 108.9.A.

14. **EXAMPLE PLANS WITH SURVEY** is posted for *INFORMATIONAL PURPOSES ONLY*.

15. **EXAMPLE PLANS WITHOUT SURVEY** is posted for *INFORMATIONAL PURPOSES ONLY*.

16. **LOCATION DISPLAY** is posted for *INFORMATIONAL PURPOSES ONLY***.**

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17. No utility relocation involvement is anticipated. 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 District 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.

18. 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 DelDOT Environmental Section at 302-760-2264.

19. 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 Project manager to secure such trespass needs.

20. It is anticipated that all work will occur within DelDOT's right of way. Should the need occur to trespass onto railroad property, including the highway-rail crossing; it will be the responsibility of the Project Manager to contact the railroad Chief Engineer and obtain written authorization before entering.

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GENERAL NOTICES

CONTRACTOR REGISTRATION ACT

On July 1, 2021, the Contractor Registration Act, as codified in 19 Del.C. §§ 3601 *et seq,* took effect. This law requires all contractors to register with the Delaware Department of Labor before performing construction services or maintenance. The Contractor Registration Act applies to all contractors that engage in construction and maintenance within the State of Delaware. Additionally, it requires contractors to have Delaware workers' compensation insurance where required, compliance with labor laws, and proof of a state business license. The Delaware Department of Labor's Office of Contractor Registration is responsible for enforcement of the requirements of the Contractor Registration Act. If you have any questions about the contractor registration process, please call 302-430-7739 or email Contract.Registry@delaware.gov. Registration at https://onestop.delaware.gov/.

SPECIFICATIONS :

The Delaware specifications entitled "*Standard Specifications for Road and Bridge Construction January, 2024*", hereinafter referred to as the *Standard Specifications*; the *Supplemental Specifications* to the Standard Specifications effective as of the advertisement date of this Bid Proposal and hereby included by reference; the *Special Provisions*; *Notes on the Plans*; this *Bid Proposal* including referenced documents; any *Addenda* thereto; and any posted *Questions and Answers*; shall govern the work to be performed under this contract. The Contractor shall make itself aware of these specifications, revisions, and corrections, and apply them to the applicable item(s) of this contract.

CLARIFICATIONS :

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

ATTESTING TO NON-COLLUSION :

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

QUANTITIES :

The quantities shown are for comparison of bids only. The Department may increase or decrease any quantity or quantities without penalty or change in the bid price.

PERFORMANCE-BASED RATING SYSTEM

29 Del.C. §6962 (c)(12)(a) requires a Department of Transportation project, excluding municipal street aid contract, to include a performance-based rating system. At the time of bid, the Performance Rating for each Contractor shall be used as a prequalification to bid.

Bidders with Performance Rating scores equal to or greater than 85% shall be permitted to bid. Bidders with scores of less than 85% who comply with the retainage requirements of 29 Del.C. §6962 shall be permitted to bid provided the *Agreement to Accept Retainage* (located on the Certification Page) is executed and submitted with the bid. Lack of an executed *Agreement to Accept Retainage* will result in the rejection of the bid by the Department. Successful bidders awarded Department contracts who have no performance history within the last five (5) years will be assigned a provisional Performance Rating of 85% at the date of advertisement.

Notification of Performance Rating. The Department shall post publicly the Performance Rating for all Contractors on the Department's website. DelDOT will complete performance-based evaluations on the construction company contracted by the Department to build the project (the "Contractor"). Provisions to appeal Performance Ratings are described in the regulations. The regulations are set forth in Section 2408 of Title 2, Delaware Administrative Code, found here.

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 ensure 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 DELAWARE 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 [Delaware] 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 Part VI., Section C., which in relevant part states:

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

Contractors with questions may contact:

Department of Labor, Division of Industrial Affairs,
4425 N. Market Street, Wilmington, DE 19802
Telephone (302) 761-8200
https://dia.delawareworks.com/labor-law/

STATE OF DELAWARE
DEPARTMENT OF LABOR
DIVISION OF INDUSTRIAL AFFAIRS
OFFICE OF LABOR LAW ENFORCEMENT
PHONE: (302) 318-2769

Mailing Address:
252 Chapman Road
Suite 210
Newark, DE 19702

Located at:
252 Chapman Road
Suite 210
Newark, DE 19702

PREVAILING WAGES FOR **HIGHWAY CONSTRUCTION** EFFECTIVE MARCH 15, 2024

CLASSIFICATION	NEW CASTLE	KENT	SUSSEX
BRICKLAYERS	65.24	65.24	69.05
CARPENTERS	65.85	61.06	49.30
CEMENT FINISHERS	70.64	43.32	44.16
ELECTRICAL LINE WORKERS	35.67	57.63	28.21
ELECTRICIANS	81.62	81.62	81.62
IRON WORKERS	86.81	31.66	33.63
LABORERS	54.96	50.59	49.65
MILLWRIGHTS	21.38	20.75	17.93
PAINTERS	81.29	81.29	81.29
PILEDRIVERS	95.51	31.53	88.62
POWER EQUIPMENT OPERATORS	82.31	52.56	48.15
SHEET METAL WORKERS	30.20	26.96	24.40
TRUCK DRIVERS	51.73	37.48	45.64

CERTIFIED: 2/25/2025 BY: Sabrina Woodard/Sa Francis Ardell
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) 318-2769.

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

PROJECT: T202501101 Open-End Pedestrian Access Routes and Sidewalk Improvements NCC FY25-FY27 New Castle County, New Castle County

SPECIAL PROVISIONS

S.P. Code	SPECIAL PROVISION DESCRIPTION
211501-20	TREE REMOVAL, GREATER THAN 15" TO 25" DIAMETER
211502-20	TREE REMOVAL, GREATER THAN 25" TO 37" DIAMETER
211513-20	TREE TRIMMING
401502-20	ASPHALT CEMENT COST ADJUSTMENT
401699-20	QUALITY CONTROL/QUALITY ASSURANCE OF BITUMINOUS CONCRETE
602502-20	CONVERTING EXISTING CATCH BASIN TO MANHOLE
615519-20	RELOCATING BUS STOP SHELTER
701505-20	PCC PARKING BUMPER
701507-20	CURB RETAINING WALL
701510-20	CURB/SIDEWALK OPENING
710503-20	ADJUST GAS VALVE BOXES
711500-20	ADJUST AND REPAIR EXISTING SANITARY MANHOLE
720556-20	BOLLARD
760506-20	REMOVAL OF 1/4" TO 1" VERTICAL DISCONTINUITIES IN THE PAR
763525-25	ROAD USER COST
763530-20	INITIAL EXPENSE
763531-20	WORK ORDER MOBILIZATION AND DE-MOBILIZATION
763622-20	CONSTRUCTION ENGINEERING, PAR REHABILITATION
813501-20	TEMPORARY SIDEWALK, TYPE 2 (BOARDWALK)
834501-20	PARTIAL REMOVAL OF CONCRETE POLE BASES AND CABINET FOUNDATIONS

Contract No. T202501101

211500 - TREE REMOVAL, 6" TO 15" DIAMETER

211501 - TREE REMOVAL, GREATER THAN 15" TO 25" DIAMETER

211502 - TREE REMOVAL, GREATER THAN 25" TO 37" DIAMETER

211503 - TREE REMOVAL, GREATER THAN 37" TO 49" DIAMETER

211504 - TREE REMOVAL, GREATER THAN 49" DIAMETER

Description:

This work consists of removing and disposing of trees with a diameter over 6".

Construction.

A. The appropriate construction methods of Section 201 shall apply to this work. Final determination for removal of trees will be made by the engineer during the construction operation. Tree removal shall consist of felling a single tree by size classifications and the removal of stumps below the surrounding ground line. All portions or remnants of the tree and stump shall be completely removed from highway right-of-way and abutting properties. or as directed by the engineer.
B. All portions or remnants of the tree shall become the property of the Contractor and shall be removed from the right-of-way and abutting properties at the close of each working day. All stumps, which cannot be removed the same day as felling, shall be cut flush with the ground prior to the end of work that day. All right-of-way removal sites shall be restored to preconstruction condition, satisfactory to the engineer, if ground disturbance, such as ruts or sod damage occurs during removal in areas not to be disturbed by grading operations.

Method of Measurement.

The quantity of trees for removal will be measured as the actual number of trees acceptably removed. The trunk diameter for all trees will be measured at a point 4' - 6" above the ground. For multiple-trunk trees that branch below the standard 4’-6” measurement, the diameter will be measured at the point immediately below the branching split or juncture. The diameter of the tree will be determined from the circumference of the tree as measured above.

Basis of Payment.

A. The Department will pay for of trees designated for tree removal at the contract unit price per each tree by category, as follows:
    1. 6" to 15" diameter;
    2. greater than 15" to 25" diameter;
    3. greater than 25" to 37" diameter;
    4. greater than 37" to 49" diameter;

5. greater than 49" diameter; and

B. Trees with a diameter of 6" and under will be removed under Section 201.

C. Price and payment will constitute full compensation for:

1. removal of designated trees;
2. restoration of ground disturbance in right-of-way removal sites; and
3. all labor, equipment, tools, and incidentals required to complete the Work.

7/18/2024

211513 – TREE TRIMMING

Description:

This work consists of pruning tree branches and/or shrubs.

Construction Method:

A. Prune tree branches and/or shrubs to maintain the vertical and horizontal clearances, unless otherwise directed by the engineer:
    1. 20-feet above the roadway elevation.
    2. 10-feet above the sidewalk elevation, and 2-feet horizontally from both edges.
    3. 10-feet above the shared use path elevation, and 2-feet horizontally from both edges.

B. Prune in accordance with ANSI A300 Pruning Standards.

C. Dispose of all trimming in accordance with Section 106.8.

Method of Measurement:

The Department will measure tree trimming by the linear foot parallel to the right of way regardless of how far the branches reach into the State right of way.

Basis of Payment:

The Department will pay for tree trimming at the contract unit price per linear foot. Price and payment will constitute full compensation for trimming, removal of trimmed materials, and incidentals required to complete the Work.

2/1/2024

401502 - ASPHALT CEMENT COST ADJUSTMENT

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

The Delaware Posted Asphalt Cement Price will be issued monthly by the Department and will be the industry posted price for Asphalt Cement, F.O.B. Philadelphia, Pennsylvania. The link for the posting is https://deldot.gov/Business/bids/index.shtml?dc=asphalt_cement_english.

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.

If the Contractor exceeds the authorized allotted completion time, the price of asphalt cement on the last authorized allotted workday, 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; and 15,000 gallons or more in case of Sections 304, 404 and 405.

12/14/2020

401699 - QUALITY CONTROL/QUALITY ASSURANCE OF BITUMINOUS CONCRETE

.01 Description

This item shall govern the Quality Assurance Testing for supplying bituminous asphalt plant materials and constructing bituminous asphalt pavements and the calculation for incentives and disincentives for materials and construction. The Engineer will evaluate all materials and construction for acceptance. The procedures for acceptance are described in this Section. Include the costs for all materials, labor, equipment, tools, and incidentals necessary to meet the requirements of this specification in the bid price per ton for the bituminous asphalt. Payment to the Contractor for the bituminous asphalt item(s) will be based on the Contract price per ton and the pay adjustments described in this specification.

.02 Bituminous Concrete Production – Quality Acceptance

(a) Material Production - Tests and Evaluations.

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

Supply and capture samples, as directed by the Engineer under the purview of the Engineer from delivery trucks before the trucks leave the production plant. Hand samples to the Engineer to be marked accordingly. The sample shall represent the material produced by the Contractor and shall be of sufficient size to allow the Engineer to complete all required acceptance tests. The Engineer will direct the Contractor when to capture these samples, on a statistically random, unbiased basis, established before production begins each day based upon the anticipated production tonnage. The captured sample shall be from the Engineer specified delivery truck. The Contractor may visually inspect the specified delivery load during sampling and elect to reject the load. If the contractor elects to reject the specified delivery truck, each subsequent load will be inspected until a visually acceptable load is produced for acceptance testing. All visually rejected loads shall not be sent to a Department project.

The first sample of the production day will be randomly generated by the Engineer between loads 0 and 12 (0-250 tons). Subsequent samples will be randomly generated by the Engineer on 500-ton sub-lots for the production day. Samples not retrieved in accordance with the Contractor's QC plan will be deemed unacceptable and may be a

basis for rejection of material produced. Parallel tests or dispute resolution tests will only be performed on material captured at the same time and location as the acceptance test sample. Parallel test samples or Dispute Resolution samples will be created by splitting a large sample or obtaining multiple samples that equally represent the material. The Engineer will perform all splitting and handling of material after it is obtained by the Contractor.

The Contractor may retain dispute resolution samples or perform parallel tests with the Engineer on any acceptance sample.

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

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

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

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

- AASHTO T312 - Preparing and Determining the Density of Hot Mix Asphalt (HMA) Specimens by Means of the Superpave Gyratory Compactor

- AASHTO T166, Method C (Rapid Method) - Bulk Specific Gravity of Compacted Hot Mix Asphalt (HMA) Using Saturated Surface Dry Specimens
- AASHTO T308 - Determining the Asphalt Binder Content of Hot Mix Asphalt (HMA) by the Ignition Method
- AASHTO T30 - Mechanical Analysis of Extracted Aggregate
- AASHTO T209 - Theoretical Maximum Specific Gravity and Density of Hot Mix Asphalt (HMA)
- ASTM D7227 - Standard Practice for Rapid Drying of Compacted Asphalt Specimens using Vacuum Drying Apparatus

(b) Pavement Construction - Tests and Evaluations.

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

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

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

The Engineer will evaluate and accept the compaction work on a daily basis. Payment for the compaction will be calculated by using the material production lots as referenced in **.02 Acceptance Plan (a) Material Production - B Tests and Evaluation** and analyzing the compaction results over the individual days covered in the

material production lot. The compaction results will be combined with the material results to obtain a payment for this item.

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

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

Testing locations will be a minimum of 1.0 feet from the newly placed longitudinal joint and 50 feet from a new transverse joint. Cut one six (6) inch diameter core through the full lift depth at the exact location marked by the Engineer. Cores submitted that are not from the location designated by the Engineer will not be tested and will be paid at zero pay. Notify the Engineer prior to starting paving operations with approximate tonnage to be placed. The Contractor is then responsible for notifying the appropriate Engineer test personnel within 12 hours of material placement. The Engineer will mark core locations within 24 hours of notification. After determination of locations, the Contractor shall complete testing within two operational days of the locations being marked. If the cores are not cut within two operational days, the area in question will be paid at zero pay for compaction testing.

Provide any traffic control required for the structural number investigation, sampling, and testing work at no additional cost to the Department. Commence coring of the pavement after the pavement has cooled to a temperature of 140ᑕF or less. Cut each core with care in order to prevent damaging the core. Damaged cores will not be tested. Label each core with contract number, date of construction, and number XX of XX upon removal from the roadway Place cores in a 6-inch diameter plastic concrete cylinder mold or approved substitute for protection. Separate cores in the same cylinder mold with paper. Attach a completed QC test record for the represented area with the corresponding cores. The Engineer will also complete a test record for areas tested for the QA report and provide to Materials & Research. Deliver the cores to the Engineer for testing, processing, and report distribution at the end of each production day. Repair core holes per Appendix A, Repairing Core Holes in Bituminous Asphalt Pavements. Core holes shall be filled immediately. Failure to repair core holes at the time of coring will result in zero pay for compaction testing for the area in question.

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

- AASHTO T166, Method C (Rapid Method) B Bulk Specific Gravity of Compacted Hot Mix Asphalt (HMA) Using Saturated Surface Dry Specimens
- AASHTO T209 - Theoretical Maximum Specific Gravity and Density of Hot Mix Asphalt
- ASTM D7227 - Standard Practice for Rapid Drying of Compacted Asphalt Specimens using Vacuum Drying Apparatus

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

.03 Payment and Pay Adjustment Factors

The Engineer will determine pay adjustments for the bituminous asphalt item(s) in accordance with this specification. The Engineer will determine a pay adjustment factor for the material produced and a pay adjustment factor for the pavement construction. Pay adjustments for material and construction will be calculated independently. When the pay adjustment calculation for either material or construction falls to zero payment per tables 4, 5, or 5a, the maximum pay adjustment for the other factor will not exceed 100.

Pay Adjustment factors will only be calculated on in place material. Removed material will not be used in payment adjustment calculations.

Material Production Pay Adjustments will be calculated based upon 70% of the contract unit price and calculated according to section .03(a) of this specification. Pavement construction Pay Adjustments will be calculated based upon 30% of the contract unit price and calculated according to section .03(b) of this specification.

(a) Material Production - Pay Adjustment.

Calculate the material pay adjustment by evaluating the production material based on the following parameters:

Table 2 - Material Parameter Weight Factors		
Material Parameter	**Single Test Tolerance (+/-)**	**Weight Factor**
Asphalt Content	0.4	0.30
#8 Sieve (>=19.0 mm)	7.0	0.30
#8 Sieve (<=12.5 mm)	5.0	0.30
#200 Sieve (0.075mm Sieve)	2.0	0.30
Air Voids (4.0% Target)	2.0	0.10

Using the JMF target value, the single test tolerance (from Table 2), and the test values, the Engineer will use the following steps to determine the material pay adjustment factor for each lot of material:

1. For each parameter, calculate the mean value and the standard deviation of the test values for the lot to the nearest 0.1 unit.
2. For each parameter, calculate the Upper Quality Index (QU):

   QU = ((JMF target) + (single test tolerance) - (mean value)) / (standard deviation).
3. For each parameter, calculate the Lower Quality Index (QL):

   QL = ((mean value) - (JMF target) + (single test tolerance)) / (standard deviation).
4. For each parameter, locate the values for the Upper Payment Limit (PU) and the Lower Payment Limit (PL) from Table 3 - Quality Level Analysis by the Standard Deviation Method. (Use the column for “n” representing the number of sublots in the lot. Use the closest value on the table when the exact value is not listed).
5. Calculate the PWL for each parameter from the values located in the previous step:

   PWL = PU + PL - 100.
6. Calculate each parameter's contribution to the payment adjustment by multiplying its PWL by the weight factor shown in Table 2 for that parameter.
7. Add the calculated adjustments of all the parameters together to determine the Composite PWL for the lot.

8. From Table 4, locate the value of the Pay Adjustment Factor corresponding to the calculated PWL. When all properties of a single test are within the single test tolerance of Table 2, Pay Adjustment factors shall be determined by Column B. When any property of a single test is outside of the Single Test Tolerance parameters defined in Table 2, the Material Pay Adjustment factor shall be determined by Column C.

9. For each lot, determine the final material price adjustment:

Final Material Pay Adjustment =

(Lot Quantity) x (Item Bid Price) x (Pay Adjustment Factor) x 70%. This final pay calculation will be paid to the cent.

In lieu of being assessed a pay adjustment penalty, the Contractor may choose to remove and replace the material at no additional cost to the Department. When the PWL of any material parameter in Table 2 is below 60, the Engineer may require the removal and replacement of the material at no additional cost to the Department. Test results on removed material shall not be used in calculation of future PWL calculations for Mixture ID.

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

When a sample is outside of the allowable single test tolerance for any Materials criteria in Table 2, that sample will be isolated. For payment purposes, the test result of the out of acceptable tolerance sample will be combined with the two previous acceptable samples of the same JMF and analyzed per this specification. The material that is considered out of the acceptable tolerance will only include the material within the represented sub-lot (i.e., a maximum of 500 tons). If the previous acceptable test result is from the previous production day, only the material produced on the second production day will be considered out of tolerance. All future sub lots will not include the isolated test. The pay factors for the out of tolerance sample lot will be calculated using column C of table 4.

If, during production, a QA sample test result does not meet the acceptable tolerances and the Contractors QC sample duplicates the QA sample test result, the Contractor can make an appropriate change to the mixture (within the JMF boundaries), and request to have that sample further isolated. After the Contractor has made appropriate changes, the Contractor will visually inspect each produced load. The first visually acceptable load will be sampled and tested. If that sample test result shows compliance with the specifications, the material that is considered out of the acceptable tolerance will include the material from the previous acceptable test result to the third load after the initially sampled and tested sample. If the sample does not meet the specification requirements, the Engineer will no longer accept material. Production may resume when changes have been made and an acceptable sample and test result is obtained.

Table 3 B Quality Level Analysis by the Standard Deviation Method							
PU or PL	QU and QL for An@ Samples						
	n = 3	n = 4	n = 5	n = 6	n = 7	n = 8	n = 9
100	1.16	1.50	1.79	2.03	2.23	2.39	2.53
99	-	1.47	1.67	1.80	1.89	1.95	2.00
98	1.15	1.44	1.60	1.70	1.76	1.81	1.84
97	-	1.41	1.54	1.62	1.67	1.70	1.72
96	1.14	1.38	1.49	1.55	1.59	1.61	1.63
95	-	1.35	1.44	1.49	1.52	1.54	1.55
94	1.13	1.32	1.39	1.43	1.46	1.47	1.48
93	-	1.29	1.35	1.38	1.40	1.41	1.42
92	1.12	1.26	1.31	1.33	1.35	1.36	1.36
91	1.11	1.23	1.27	1.29	1.30	1.30	1.31
90	1.10	1.20	1.23	1.24	1.25	1.25	1.26
89	1.09	1.17	1.19	1.20	1.20	1.21	1.21
88	1.07	1.14	1.15	1.16	1.16	1.16	1.17
87	1.06	1.11	1.12	1.12	1.12	1.12	1.12
86	1.04	1.08	1.08	1.08	1.08	1.08	1.08

85	1.03	1.05	1.05	1.04	1.04	1.04	1.04
84	1.01	1.02	1.01	1.01	1.00	1.00	1.00
83	1.00	0.99	0.98	0.97	0.97	0.96	0.96
82	0.97	0.96	0.95	0.94	0.93	0.93	0.93
81	0.96	0.93	0.91	0.90	0.90	0.89	0.89
80	0.93	0.90	0.88	0.87	0.86	0.86	0.86
79	0.91	0.87	0.85	0.84	0.83	0.82	0.82
78	0.89	0.84	0.82	0.80	0.80	0.79	0.79
77	0.87	0.81	0.78	0.77	0.76	0.76	0.76
76	0.84	0.78	0.75	0.74	0.73	0.73	0.72
75	0.82	0.75	0.72	0.71	0.70	0.70	0.69
74	0.79	0.72	0.69	0.68	0.67	0.66	0.66
73	0.75	0.69	0.66	0.65	0.64	0.63	0.63
72	0.74	0.66	0.63	0.62	0.61	0.60	0.60
71	0.71	0.63	0.60	0.59	0.58	0.57	0.57
70	0.68	0.60	0.57	0.56	0.55	0.55	0.54
69	0.65	0.57	0.54	0.53	0.52	0.52	0.51
68	0.62	0.54	0.51	0.50	0.49	0.49	0.48

67	0.59	0.51	0.47	0.47	0.46	0.46	0.46
66	0.56	0.48	0.45	0.44	0.44	0.43	0.43
65	0.52	0.45	0.43	0.41	0.41	0.40	0.40
64	0.49	0.42	0.40	0.39	0.38	0.38	0.37
63	0.46	0.39	0.37	0.36	0.35	0.35	0.35
62	0.43	0.36	0.34	0.33	0.32	0.32	0.32

Table 3 B Quality Level Analysis by the Standard Deviation Method

PU or PL	QU and QL for An@ Samples						
	n = 3	n = 4	n = 5	n = 6	n = 7	n = 8	n = 9
61	0.39	0.33	0.31	0.30	0.30	0.29	0.29
60	0.36	0.30	0.28	0.27	0.27	0.27	0.26
59	0.32	0.27	0.25	0.25	0.24	0.24	0.24

Table 4 - PWL Pay Adjustment Factors

PWL	Pay Adjustment Factor (%) Column B	Pay Adjustment Factor (%) Column C
100	+5	0
99	+4	-1
98	+3	-2

97	+2	-3
96	+1	-4
95	0	-5
94	-1	-6
93	-2	-7
92	-3	-8
91	-4	-9
PWL<91	PWL - 100	PWL - 100

(b) Pavement Construction - Pay Adjustments.

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

- Degree of compaction of the in-place material

Using the test values for the cores, the Engineer will use the following steps to determine the pavement construction pay adjustment for each lot of work.

1. Calculate the core bulk specific gravity values from the sublot tests values, to the nearest 0.001 unit. Obtain the Theoretical maximum Specific Gravity values from the corresponding laboratory sublot tests.
2. Calculate the Degree of Compaction:

   Degree of Compaction =

   ((Core Bulk Specific Gravity) / (Theoretical Maximum Specific Gravity)) x 100% recorded to the nearest 0.1%.

3. The average compaction for the sublots shall be averaged together for the compaction level of the lot. The lots compaction test level shall be averaged and recorded to the nearest whole percent.

4. Locate the value of the Payment Adjustment Factor corresponding to the calculated degree of compaction from Table 5 or Table 5a.

5. Determine the pavement construction price adjustment by using the following formula:

   Construction Pay adjustment = (Lot Quantity) x (Bid Price) x (Pay Adjustment Factor) x 30%.

Table 5: Compaction Price Adjustment Highway Locations

Degree of Compaction (%)	Range	Pay Adjustment Factor (%)
>= 97.0	>= 96.75	-100*
96.5	96.26 – 96.74	-5
96.0	95.75 – 96.25	-3
95.5	95.26 – 95.74	-2
95.0	94.75 – 95.25	0
94.5	94.26 – 94.74	0
94.0	93.75 – 94.25	1
93.5	93.26 – 93.74	3
93.0	92.75 – 93.25	5
92.5	92.26 – 92.74	3
92.0	91.75 – 92.25	0
91.5	91.26 – 91.74	0
91.0	90.75 – 91.25	-5
90.5	90.26 – 90.74	-15
90.0	89.75 – 90.25	-20
89.5	89.26 – 89.74	-25
89.0	88.75 – 89.25	-30
88.5	88.26 – 88.74	-50
=<88.0	=<88.25	-100*

* or remove and replace it at Engineer's discretion

Table 5A: Compaction Price Adjustment Other[1] Locations		
Degree of Compaction	Range	Pay Adjustment Factor (%)
>= 97.0	>= 96.75	-100*
96.5	96.26 – 96.74	-5
96.0	95.75 – 96.25	-3
95.5	95.26 – 95.74	-2
95.0	94.75 – 95.25	0
94.5	94.26 – 94.74	0
94.0	93.75 – 94.25	0
93.5	93.26 – 93.74	1
93.0	92.75 – 93.25	3
92.5	92.26 – 92.74	1
92.0	91.75 – 92.25	0
91.5	91.26 – 91.74	0
91.0	90.75 – 91.25	0
90.5	90.26 – 90.74	0
90.0	89.75 – 90.25	0
89.5	89.26 – 89.74	0
89.0	88.75 – 89.25	-1
88.5	88.26 – 88.74	-3
88.0	87.75 – 88.25	-5
87.5	87.26 – 87.74	-10
87.0	86.75 – 87.25	-15
86.5	86.26 – 86.74	-20
86.0	85.75 – 86.25	-25
85.5	85.26 – 85.74	-30
85.0	84.75 – 85.25	-40
84.5	84.26 – 84.74	-50
=< 84.0	=<84.25	-100*

* or remove and replace at Engineer's discretion

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

.04 Dispute Resolution

Disputes or questions about any test result shall be brought to the attention of the Contractor and the Engineer within two operational days of reported test results. The following dispute resolution procedures will be used. The Engineer and the Contractor will review the sample quality, the test method, the laboratory equipment, and the laboratory technician. If these factors are not the cause of the dispute, a third-party dispute resolution will be used.

Third party resolution testing can be performed at either another Contractor's laboratory, the Engineer's laboratory, or an independent accredited laboratory. Unless otherwise mutually agreed upon by DAPA and the Engineer, the Engineer's qualified laboratory in Dover and qualified personnel shall conduct the necessary testing for third party Dispute Resolution after the Engineer has provided reasonable notice to allow the Contractor to witness this testing. When disputes over production testing occur, the samples used for Dispute Resolution testing will be those samples the properly captured, labeled, and stored, as described in the second paragraph of the section of these specifications titled **.02 Acceptance Plan, (a) Material Production - Tests and Evaluations**. If no samples are available, the original testing results will be used for payment calculations.

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

If there is a discrepancy between the Engineer's acceptance test result and the Contractor's test result, the Contractor may ask for the Dispute Resolution sample to be tested. The Contractor may request up to two dispute resolution samples be tested per calendar year without charge. Any additional Dispute Resolution samples run at the Contractors request where the results substantiate the acceptance test result will be assessed a fee of $125. Any additional Dispute Resolution samples that substantiate the Contractors test result will not be assessed the fee.

When disputes over compaction core test results occur, the Engineer's acceptance core will be used for the dispute resolution sample. The Contractor will be advised on when the testing will occur as referenced above to witness the testing. The results of the dispute resolution testing shall replace all of the applicable disputed test results for payment purposes.

Appendix A - Repairing Core Holes in Bituminous Asphalt Pavement

Description.

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

Materials and Equipment.

The following material shall be available to complete this work:

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

The following equipment shall be available to complete this work:

- Sponge or other absorbent material - Used to extract water from the hole.
- Compaction Hammer - mechanical (electrical, pneumatic, or gasoline driven) tamping device with a flat, circular tamping face smaller than 6 inches in diameter.

Construction Method.

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

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

Performance Requirements.

The Engineer will judge the patch on the following basis:

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

Basis of Payment.

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

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

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

1. Contact Materials & Research (M&R) personnel to determine if information about the area is already available. If M&R has already obtained cores in the location that is being investigated, the contractor may opt to use the laboratory information for the investigation and not core the area on their own.

2. If M&R does not have information concerning the section of the roadway, the contractor needs to contact M&R to arrange for verification of coring operations. Arrangements shall be made to allow for an individual from M&R to be on the site when the cores are obtained. Cores will be turned over to M&R for evaluation.

3. The Contractor is responsible for providing all traffic control and repairing core holes in accordance to 401699 Appendix A - Repairing Core Holes in Bituminous Asphalt Pavements.

4. Cores are to be taken throughout the entire project for the area in question. Cores will be spaced, from the start of the project in increments determined based on field and project specifics. Cores will be evenly distributed throughout the project location. The cores will be taken in the center of the lane in question.

5. Additional cores may be taken at other locations, if surface conditions indicate that there may be a substantial difference in the underlying section. The location of these cores should be documented and submitted to M&R.

6. Cores shall be full depth and include underlying materials. If there is a stone base included in the pavement section, at a minimum 1 core must have information concerning the thickness of the base. This is determined by augering to the subgrade surface.

7. The calculations used to determine the structural capacity of the roadway is as follows. If the contractor finds, upon starting the coring process, that the areas are of greater thickness than applicable to Table 5a, they may terminate the coring process on their own and retract the request.

Structural Number Calculations

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

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

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

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

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

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

Example:

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

Calculation:

For the Type B lift the calculation would be:

Existing HMA	2 * 0.32	=	0.64
GABC	7 * 0.14	=	0.98
			1.62

For the Type C lift the calculation would be:

Newly Placed B	2.25 * 0.4	=	0.90
Existing HMA	2 * 0.32	=	0.64
GABC	7* 0.14	=	0.98
			2.52

11/3/20

602502 - CONVERTING EXISTING CATCH BASIN TO MANHOLE

Description:

This work consists of providing all materials and constructing a manhole from an existing catch basin.

Materials:

A.	PCC, Class A or B	Section 1022
B.	Expansion Joint Material	Section 1042
C.	Bar Reinforcement	Section 611 and Section 1037
D.	Curing Compound	Section 1022
E.	Welding	AASHTO / AWS D1.1 Welding Code
F.	Castings	Section 1039.07
G.	Steps	AASHTO M199 and ASTM C478
H.	Borrow, Type C	Section 1001
I.	Rectangular Precast Structures	ASTM C913

Construction:

Construct in accordance with section 602.3

Method of Measurement:

The Department will measure the quantity of catch basins converted to manholes and accepted.

Basis of Payment:

A. The Department will pay the quantity of catch basins converted to manholes. Price and payment will constitute full compensation for:
   1. sawcutting;
   2. reinforcing steel;
   3. frames and covers;
   4. excavating within the template of the item;
   5. removal and disposal of existing materials;
   6. providing and placing materials;
   7. forms and forming;
   8. supplying, placing, finishing, and curing PCC;

9. joints;
10. expansion joint material;
11. sealing;
12. backfilling; and
13. all incidentals required to complete the Work.

7/19/24

615519 - RELOCATING BUS STOP SHELTER

Description:

This work consists of relocating an existing bus stop shelter to a newly reconstructed bus stop with shelter pad as shown in the plans.

Materials:

A. Anchor Bolts, Nuts, and Washers Section 1039.4
   1. Galvanized in accordance with Section 1039.10

Construction:

A. Remove the existing bus stop shelter as one unit.
B. If an existing trash receptable is located adjacent to the existing bus stop shelter, remove the trash receptable separate from the bus stop shelter.
C. Store the bus stop shelter and trash receptable in accordance with Section 106.6.
D. Ensure the bus stop shelter pad is constructed with a bolt pattern that matches the locations on the existing bus stop shelter.
E. Install the bus stop shelter on the new concrete pad for approval by the engineer.
F. Install trash receptacle as shown in the plans or as directed by the engineer.
G. Maintain the bus stop in service at all times, unless approved otherwise by DART or the engineer.

Method of Measurement:

The Department will measure as each the quantity of bus stop shelters relocated and accepted.

Basis of Payment:

A. The Department will pay the quantity of relocating bus stop shelter at the unit price per each. Price and payment constitutes full compensation for:
   1. Removing and storing existing bus stop shelter and trash receptacle;
   2. providing and installing the anchor bolts; and
   3. all incidentals required to complete the Work.
B. The Department will pay for:
   1. PCC Sidewalk, 8” in accordance with Section 705.
C. The Department will not pay for any components that are damaged during construction. Replace any damaged components in kind, to the satisfaction of the engineer.

7/16/2024

701505 - PORTLAND CEMENT CONCRETE PARKING BUMPER

Description:

This work consists of providing and installing PCC parking bumpers.

Materials:

A. PCC, Class B	Section 1022
B. Bar Reinforcement	Section 611 and 1037

Construction:

A. Prepare the surface to provide a stable installation of the bumpers.
B. Place the PCC parking bumper at the location shown on the Plans, and as instructed by the engineer.
C. Drive two, #3 rebar anchors to the depth specified in the Standard Construction Details, and flush with the top elevation of the bumper.

Method of Measurement:

A. The Department will measure PCC parking bumpers as the number of bumpers installed and accepted.

Basis of Payment:

A. The Department will pay the quantity of PCC parking bumpers at the contract unit price per each. Price and payment will constitute full compensation for:
   1. Providing and placing all materials;
   2. surface preparations;
   3. installing the anchor pins and bumper; and
   4. all incidentals required to complete the Work.

9/5/2023

701507 – CURB RETAINING WALL

Description:

This work consists of providing all materials and constructing the curb retaining wall.

Materials:

A.	GABC	Section 1005
B.	Concrete Structures	Section 610
C.	Concrete Reinforcement	Section 611
D.	Curing Compound	Section 1022
E.	1/2-inch Preformed Expansion Joint Material	Section 1042
F.	Bituminous Joint Sealant	Section 1042

Construction:

Place curb retaining wall in accordance with the Plans and the Standard Construction Details.

Method of Measurement:

The Department will measure the quantity of curb retaining wall in linear foot.

Basis of Payment:

A. The Department will pay for curb retaining wall at the contract unit price per linear foot. Price and payment will constitute full compensation for:
   1. Providing and placing materials;
   2. excavating within the template of the item;
   3. backfill and backfilling;
   4. foundation preparation;
   5. compaction;
   6. providing forms and forming; and
   7. removal of surplus material and replacement of cracked or damaged curb retaining wall.

B. The Department will pay for:
   1. Excavation and embankment outside the template of the item in accordance with Section 202.
   2. Rock removal in accordance with Section 202.
   3. Undercut excavation in accordance with Section 202.
   4. PCC removal in accordance with Section 211.
   5. Sawcutting in accordance with Section 762.

701510 - CURB/SIDEWALK OPENING

Description.

This work consists of providing all materials and constructing curb/sidewalk openings.

Materials.

A.	PCC, Class B	Section 1022
B.	Curing Compound	Section 1022
C.	1/2-inch Preformed Expansion Joint Material	Section 1042
D.	Bituminous Joint Sealant	Section 1042
E.	Bar Reinforcement	Section 611 and Section 1037

Construction.

Construct curb/sidewalk in accordance with Section 701.3 and 705.3

Method of Measurement.

The Department will measure the quantity of curb/sidewalk openings as the actual number installed in place and accepted.

Basis of Payment.

The Department will pay for curb/sidewalk openings at the contract unit price per each. Price and payment will constitute full compensation in accordance with Section 701.5 and 705.5.

12/1/2022

710503 – ADJUST GAS VALVE BOXES

Description:

This work consists of adjusting gas valve boxes.

Construction:

Adjust the gas valve box to be flush with the pavement surface in accordance with the contract or as directed by the engineer. Locate the valve box directly over the valve, plumb and level.

Method of Measurement:

The Department will measure the adjusting of gas valve boxes as the number of each adjusted.

Basis of Payment:

The Department will pay for the quantity of adjusted gas valve boxes at the contract unit price per each. Price and payment will constitute full compensation for all incidentals to complete the Work.

8/15/2024

711500 - ADJUST AND REPAIR EXISTING SANITARY MANHOLE

Description.

This work consists of adjusting and repairing existing sanitary manholes.

Materials.

A.	Manhole frames, lids, and castings	Section 711 and Section 1039.7
B.	PCC, Class B	Section 1022
C.	Bar Reinforcement	Section 1037

Construction.

A. Vertically adjust the sanitary manhole to be flush with the pavement or surrounding surface in accordance with the contract or as directed by the engineer.

B. Repair any damage to the existing sanitary manhole to the satisfaction of the engineer and utility owner in accordance with Section 711.3

C. If there is a conflict between the Department's specifications and the specifications of the utility owner, the utility owners specifications take precedence.

Method of Measurement.

The Department will measure the adjustment and repair of existing sanitary manholes as the number of each accepted.

Basis of Payment

The Department will pay for adjust and repair existing sanitary manholes at the contract unit price per each and in accordance with Section 711.5.

8/15/2024

720556 - BOLLARD

Description:

This work consists of providing and installing a bollard with removable shell.

Materials:

A. Bollard.
    1. Shell
        a. 4 3/4-inch O.D. polyethylene thermoplastic bollard cover.
        b. Yellow in color.
    2. PVC Pipe
        a. 4-inch, Schedule 40
    3. In-ground hardware
        a. 5-inch, schedule 40 galvanized steel pipe.
        b. 3/4-inchx13-inch rebar, welded horizontally to the base of the steel pipe.
B. PCC, Class B — Section 1022
C. Stone, Delaware No. 57 — Section 1004

Construction:

A. Submit bollard cover's manufacturer's information to the engineer for approval prior to ordering materials.
B. Weld rebar to the 5-inch steel pipe as shown in the Plans.
C. Excavate a minimum 18-inch diameter hole, to the depth required to construct the footer, and in accordance with Section 202.
D. Place 6-inch bed of Delaware No. 57 stone. Tamp stone to provide a suitable foundation.
E. Place steel pipe with welded rebar vertically in the excavation and pour PCC, ensuring it is maintained plum and is fully encased by PCC.
F. Finish and cure the PCC.
G. Install PCV bollard in accordance with the Plans.
H. Backfill the area around the bollard if necessary.
I. Install the bollard shell.

Method of Measurement:

A. The Department will measure bollards as the number of Each bollard installed and accepted.

Basis of Payment:

A. The Department will pay the quantity of bollards at the contract unit price per each. Price and payment constitute full compensation for:
   1. Providing and placing all materials;
   2. providing and placing the sonotube, housing, and hardware;
   3. supplying, placing, finishing, and curing PCC;
   4. backfill and backfilling;
   5. disposal of excess excavation and materials; and
   6. all incidentals required to complete the Work.

2/27/2024

760506 – REMOVAL OF 1/4" to 1" VERTICAL DISCONTINUITIES IN THE PAR

DESCRIPTION:

This work consists of eliminate vertical differences in the Pedestrian Access Route (PAR) greater than 1/4-inch and up to 1 inch.

MATERIALS:

Joint/ Crack Sealant Material Section 1042

CONSTRUCTION METHODS:

A. Use a handheld or walk-behind diamond grinding machine suitable for use on PCC or other equipment approved by the engineer. Examine the integrity of the existing PCC sidewalk and measure the maximum vertical difference at the discontinuity before commencing work. Cease operation and contact the engineer if the vertical discontinuity exceeds 1 inch or if it is determined that the existing PCC is structurally inadequate to complete the work. Bevel existing PCC sidewalk to remove the vertical difference in accordance with Table 1.

Table 1. Maximum Allowable Slope of Bevel

Vertical Difference	Maximum Allowable Slope of Bevel
¼" to ½"	2H:1V (50.0%)
Greater than ½" to 1"	12H:1V (8.33%)

B. Bevel the entire length across the discontinuity to create a smooth continuous surface. Clean the surface and crack seal any residual horizontal gap.

METHOD OF MEASUREMENT:

The Department will measure the quantity of removal of 1/4-inch to 1 inch vertical discontinuities in the PAR as the linear feet length of discontinuity corrected, as well as all additional length required to make a single continuous plane along the discontinuity.

BASIS OF PAYMENT:

A. The Department will pay for removal of 1/4-inch to 1 inch vertical discontinuities in the PAR at the contract unit price per linear foot. Price and payment will constitute full compensation for:
   1. Removing the vertical discontinuity;
   2. for the cleanup of the PCC sidewalk residue left from the grinding operation; and
   3. for all labor, tools, equipment, and incidentals to complete the Work.

1/28/2025

763525 – ROAD USER COST

Description:

Road User Cost shall be assessed to compensate failure to open the project to unrestricted highway traffic on time in accordance with the contract's General Description.

Method of Measurement:

The Department will not measure Road User Cost.

Basis of Payment:

The assessment will be determined by the Road User Cost documentation in the General Description of the Contract.

8/3/23

763530 – INITIAL EXPENSE

Description:

Perform all operations necessary for the assembling and setting up of the project, any other activities required by the contract and by law or regulation, and all other work and operations that must be performed prior to beginning compensable items of work on the project. Obtain the required insurance and bonds, and all other items required for the start of work.

Materials:

Assume responsibility for the adequacy of all materials that are required to complete the required work.

Construction Methods:

Perform all work in a safe and workmanlike manner.

Method of Measurement:

This item will not be measured.

Basis of Payment:

Payment will be made at the lump sum unit bid price for "Initial Expense," for which price and payment constitutes full compensation for all work associated with setting up of the project, any other activities required by the contract and by law or regulation, and all other work and operations that must be performed prior to beginning compensable items of work on the project and for furnishing all materials, labor, equipment and incidentals required to complete the work.

When the lump sum price for this item is less than or equal to 5 percent of the total bid price of the entire contract at the time of award ("Total bid price"), 45 percent of the item will be paid on each of the first two monthly estimates and 10 percent of the item will be paid on the final estimate. When the lump sum price for this item exceeds 5 percent of the total bid price, 2.25 percent of the total bid price will be paid on each of the first two monthly estimates; and that portion exceeding 5 percent of the total bid price, plus the remaining 1/2 percent of the total bid price, will be paid on the final estimate.

1/28/2025

763531 – WORK ORDER MOBILIZATION AND DE-MOBILIZATION

DESCRIPTION:

This work consists of mobilization and de-mobilization for work orders.

MATERIALS:

Assume responsibility for the adequacy of all materials that are required to assemble and set up the work order that are not to be a part of the completed work.

CONSTRUCTION METHODS:

A. Perform all operations necessary for the assembling and setting up of the work order, including the initial movement of personnel and equipment to the work order site, the establishment of the offices, shops, plants, storage areas, and sanitary facilities, any other activities required by the contract and by law or regulation, and all other work and operations that must be performed prior to beginning compensable items of work on the work order.

B. Perform all operations necessary for the final cleanup of the work order jobsite, for de-mobilization of all personnel and equipment, and for all paperwork necessary to close out the work order.

METHOD OF MEASUREMENT:

This Department will not measure this item.

BASIS OF PAYMENT:

The Department will pay for work order mobilization and de-mobilization at the contract unit price per each. Price and payment constitutes full compensation for all work associated with mobilizing and demobilizing the work order as described above and for providing all materials, labor, equipment and incidentals required to complete the work.

1/28/2025

763622 - CONSTRUCTION ENGINEERING, PAR REHABILITATION

DESCRIPTION:

Collect survey information and provide layout in accordance with the contract. 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:

A. Competent and experienced to set lines and grades needed to construct the project.

B. Able to perform the work to the scope and magnitude outlined herein.

Construction engineering functions and requirements:

A. Provide all necessary surveying equipment required for all engineering work on the project.

1. Check all equipment/instruments prior to use on the project.

2. Immediately replace or recalibrate equipment found to be out of adjustment or inadequate to perform its function to the satisfaction of the engineer.

B. Perform all computations necessary to establish the exact position of the work from control points and preserve.

1. Maintain adequate workbooks of all computations survey notes and other records.

2. Make available to the Department, neat and legible, all computations, survey notes and other records necessary to accomplish the work.

C. Provide preliminary topographic survey for all proposed curb ramp locations identified in the Plans and the layout of grade information required by the engineer for curb ramp construction.

D. Obtain topographic information a minimum of 25 feet in each direction from the back of curb at proposed curb ramp locations.

1. 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.

2. Collect data in a format that is compatible with the Departments design standards and submit to the engineer for evaluation of 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 108.1.

METHOD OF MEASUREMENT:

The Department will measure construction engineering – PAR rehabilitation as the number of office hours verified by invoice and/or as the actual number of hours the survey crew is in the field actively engaged in construction engineering – PAR rehabilitation work.

BASIS OF PAYMENT:

The Department will pay for construction engineering – PAR rehabilitation at the contract unit price per hour. Price and payment constitutes full compensation for providing all labor, equipment, instruments, stakes, and other material necessary to satisfactorily complete the work.

1/17/25

813501 - TEMPORARY SIDEWALK – TYPE 2 (BOARDWALK)

DESCRIPTION:

This work consists of the installation of temporary sidewalk – type 2.

MATERIALS:

A. Exterior Grade Lumber Section 1041

CONSTRUCTION METHODS:

A. Construct a temporary wooden walkway to maintain pedestrian traffic through the work zone in accordance with the requirements of the Americans with Disabilities Act, locations, notes and details in the Plans and as directed by the engineer

B. Remove the temporary sidewalk, restore the area when it is no longer needed and dispose of all materials in accordance with Subsection 106.8.

METHOD OF MEASUREMENT:

The Department will measure the quantity of Temporary Sidewalk – Type 2 in linear feet.

BASIS OF PAYMENT:

A. The Department will pay for the Temporary Sidewalk – Type 2 at the contract unit price per linear foot. Price and payment will constitute full compensation for:
   1. Providing all materials;
   2. constructing, placing, and maintaining the temporary sidewalk;
   3. removal and disposal;
   4. restoration;
   5. seeding;
   6. labor;
   7. equipment;
   8. tools; and
   9. topsoil, if required.

834501 - PARTIAL REMOVAL OF CONCRETE POLE BASES AND CABINET FOUNDATIONS

DESCRIPTION:

This work consists of the removal of concrete pole bases and concrete cabinet foundations.

MATERIALS:

A. Borrow, Type F Section 1001

CONSTRUCTION METHODS:

A. Remove and dispose of masonry to a depth of 24-inches below final grade in accordance with Section 211.

B. Backfill voids created by removing obstructions in accordance with Section 207.

METHOD OF MEASUREMENT:

A. The Department will measure the quantity of partial removal of concrete pole bases and cabinet foundations in cubic yards of concrete removed.

BASIS OF PAYMENT:

A. The Department will pay for partial removal of concrete pole bases and cabinet foundations at the contract unit price per cubic yard of concrete removed. Price and payment will constitute full compensation for removal of:

1. PCC masonry;
2. anchor bolts;
3. reinforcing bars;
4. conduits; and
5. any other hardware within the concrete.

Delaware Department of Transportation
Quantity Sheet Summary

Proposal ID: T202501101

Project Descripton: Open-End Pedestrian Access Routes & Sidewalk Improvements, NCC FY25-FY27

NOT TO BE USED FOR BIDDING

Item Number	Description	Unit	Quantity
601035	REINFORCED CONCRETE PIPE, 24", CLASS IV	LF	12
830002	CONDUIT JUNCTION WELL, TYPE 4, 20" X 42-1/2" PRECAST CONCRETE	EACH	1
830008	ADJUST OR REPAIR EXISTING CONDUIT JUNCTION WELL	EACH	11
830010	REMOVAL OF EXISTING JUNCTION WELL	EACH	3
831006	PROVIDE AND INSTALL UP TO 4" GALVANIZED STEEL CONDUIT (TRENCH)	LF	30
834501	PARTIAL REMOVAL OF CONCRETE POLE BASES AND CABINET FOUNDATIONS	CY	2
813501	TEMPORARY SIDEWALK, TYPE 2 (BOARDWALK)	LF	11
817002	PERMANENT PAVEMENT STRIPING, SYMBOL/LEGEND, ALKYD-THERMOPLASTIC	SF	5321
817004	TEMPORARY MARKINGS, PAINT, SYMBOL/LEGEND	SF	98
817012	RETROREFLECTIVE PREFORMED PATTERENED MARKINGS, SYMBOL/LEGEND	SF	1275
817015	PREFORMED RETROREFLECTIVE THERMOPLASTIC MARKINGS, BIKE SYMBOL	EACH	1
817031	REMOVAL OF PAVEMENT STRIPING	SF	380
817042	PERMANENT PAVEMENT STRIPING, EPOXY RESIN PAINT, WHITE/YELLOW, 6"	LF	3747
818001	SUPPLY OF FLAT SHEET ALUMINUM SIGN PANEL, TYPE IV, RETROREFLECTIVE SHEETING	SF	279
819011	GALVANIZED TELESCOPING STEEL SIGN POSTS, 12' X 2", COMPLETE W/ BASEPOSTS AND HARDWARE	EACH	28
819016	INSTALLATION OF 4" DIAMETER HOLE, LESS THAN OR EQUAL TO 6" DEPTH	EACH	1

This page is for information only. Do not use this page to submit a Bid.

Delaware Department of Transportation
Quantity Sheet Summary

Proposal ID: T202501101

Project Descripton: Open-End Pedestrian Access Routes & Sidewalk Improvements, NCC FY25-FY27

NOT TO BE USED FOR BIDDING

Item Number	Description	Unit	Quantity
819018	INSTALLATION OR REMOVAL OF TRAFFIC SIGN(S) ON SINGLE SIGN POST	EACH	114
401005	SUPERPAVE TYPE C, PG 64-22 (CARBONATE STONE)	TON	77
401014	SUPERPAVE TYPE B, PG 64-22	TON	44
401021	SUPERPAVE TYPE BCBC, PG 64-22	TON	71
401029	SUPERPAVE TYPE C, PG 64-22, PATCHING	TON	296
830001	CONDUIT JUNCTION WELL, TYPE 1, 20" X 20" PRECAST CONCRETE	EACH	7
401030	SUPERPAVE TYPE B, PG 64-22, PATCHING	TON	357
401031	SUPERPAVE TYPE BCBC, PG 64-22, PATCHING	TON	578
401044	SUPERPAVE TYPE C, PG 64-22 (NON-CARBONATE STONE)	TON	262
504001	CRACK AND JOINT SEALING LESS THAN 3/4 INCH WIDE	LF	5359
601032	REINFORCED CONCRETE PIPE, 15", CLASS IV	LF	96
818003	SUPPLY OF FLAT SHEET ALUMINUM SIGN PANEL, TYPE XI, RETROREFLECTIVE SHEETING	SF	30
701012	PCC CURB, TYPE 1-6	LF	2684
701013	PCC CURB, TYPE 1-8	LF	1385
701014	PCC CURB, TYPE 2	LF	149
701016	I.PCC CURB AND GUTTER, TYPE 1-4	LF	319

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Item Number	Description	Unit	Quantity
701017	I.PCC CURB AND GUTTER, TYPE 1-6	LF	1359
701018	I.PCC CURB AND GUTTER, TYPE 1-8	LF	23
701019	I.PCC CURB AND GUTTER, TYPE 2	LF	82
701021	I.PCC CURB AND GUTTER, TYPE 3-4	LF	68
701022	I.PCC CURB AND GUTTER, TYPE 3-6	LF	1258
701023	I.PCC CURB AND GUTTER, TYPE 3-8	LF	1162
701507	CURB RETAINING WALL	LF	238
701510	CURB/SIDEWALK OPENING	EACH	9
763530	INITIAL EXPENSE	LS	1
602003	DRAINAGE INLET, 34" X 24"	EACH	2
602004	DRAINAGE INLET, 48" X 30"	EACH	2
602100	DRAINAGE INLET GRATE(S)	EACH	2
602130	ADJUSTING AND REPAIRING EXISTING DRAINAGE INLET	EACH	20
602131	ADJUSTING AND REPAIRING EXISTING DOUBLE DRAINAGE INLET	EACH	4
602132	ADJUSTING AND REPAIRING EXISTING MANHOLE	EACH	14
607012	CONCRETE MASONRY UNIT MODULAR BLOCK RETAINING WALLS	SF	430
615519	RELOCATING BUS STOP SHELTER	EACH	1

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Item Number	Description	Unit	Quantity
626010	ALUMINUM PEDESTRIAN RAILING	LF	252
701010	PCC CURB, TYPE 1-2	LF	37
701011	PCC CURB, TYPE 1-4	LF	1905
705001	PCC SIDEWALK, 4"	SF	62819
705002	PCC SIDEWALK, 6"	SF	20081
705005	PCC SIDEWALK, 8"	SF	79
705013	TRUNCATED DOME DETECTABLE WARNING SURFACE	SF	794
706000	MONUMENT	EACH	4
706001	RELOCATE MONUMENT	EACH	1
706002	RIGHT-OF-WAY MARKER, CAPPED REBAR	EACH	20
707001	RIPRAP, R-4	SY	85
708003	GEOTEXTILES, RIPRAP	SY	87
709001	PERFORATED PIPE UNDERDRAINS, 6"	LF	894
710001	ADJUST WATER SERVICES	EACH	5
710002	ADJUST WATER VALVE BOXES	EACH	34
802002	ARROW PANELS TYPE B	EADY	510
802003	ARROW PANELS TYPE C	EADY	215

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803001	PROVIDE AND MAINTAIN PORTABLE CHANGEABLE MESSAGE SIGN	EADY	1337
805001	PLASTIC TRAFFIC CONTROL DRUMS	EADY	16900
806001	TRAFFIC OFFICERS	HOUR	360
808001	PROVIDE AND MAINTAIN TRUCK MOUNTED ATTENUATOR, TYPE I	EADY	105
808002	PROVIDE AND MAINTAIN TRUCK MOUNTED ATTENUATOR, TYPE II	EADY	150
810001	TEMPORARY WARNING SIGNS AND PLAQUES	EADY	11015
811013	FLAGGER, NEW CASTLE COUNTY, OVERTIME	HOUR	373
813001	TEMPORARY BARRICADES, TYPE III	LFDY	12350
833001	BONDING AND GROUTING EXISTING JUNCTION WELL	EACH	2
834005	POLE BASE, TYPE 4A	EACH	9
846001	PROVIDE AND INSTALL LOOP WIRE 1-CONDUCTOR #14 AWG ENCASED IN 1/4" FLEXIBLE TUBING IN A LOOP SAWCUT	LF	635
846002	PROVIDE AND INSTALL A 1-1/2 INCH GALVANIZED RIGID METAL CONDUIT DETECTOR SLEEVE WITH LOOP WIRE	LF	10
905001	SILT FENCE	LF	2042
905004	INLET SEDIMENT CONTROL, DRAINAGE INLET	EACH	29
905005	INLET SEDIMENT CONTROL, CURB INLET	EACH	14
907017	COMPOST FILTER LOGS	LF	189

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Item Number	Description	Unit	Quantity
908004	TOPSOIL, 6" DEPTH	SY	6222
908016	PERMANENT GRASS SEEDING, SUBDIVISION	SY	6222
908020	EROSION CONTROL BLANKET MULCH	SY	6222
201000	CLEARING AND GRUBBING	LS	1
202000	EXCAVATION AND EMBANKMENT	CY	3257
811001	FLAGGER, NEW CASTLE COUNTY	HOUR	7680
204000	TEST HOLE	CY	39
209006	BORROW, TYPE F	CY	505
211000	REMOVAL OF STRUCTURES AND OBSTRUCTIONS	LS	1
211001	REMOVAL OF PORTLAND CEMENT CONCRETE PAVEMENT, CURB AND SIDEWALK	SY	7301
211501	TREE REMOVAL, GREATER THAN 15" TO 25" DIAMETER	EACH	1
211502	TREE REMOVAL, GREATER THAN 25" TO 37" DIAMETER	EACH	1
211513	TREE TRIMMING	LF	175
301001	GABC	CY	1397
301002	GABC, PATCHING	CY	588
710503	ADJUST GAS VALVE BOXES	EACH	29

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711500	ADJUST AND REPAIR EXISTING SANITARY MANHOLE	EACH	13
720556	BOLLARD	EACH	6
727000	CHAIN LINK FENCE	LF	37
760010	PAVEMENT MILLING, BITUMINOUS CONCRETE PAVEMENT	SYIN	2633
760012	PAVEMENT MILLING, BITUMINOUS CONCRETE PAVEMENT, VARIABLE DEPTH	SYIN	735
762000	SAW CUTTING, BITUMINOUS CONCRETE	LF	10343
762001	SAW CUTTING, CONCRETE, FULL DEPTH	LF	1595
763531	WORK ORDER MOBILIZATION AND DE-MOBILIZATION	EACH	8
763622	CONSTRUCTION ENGINEERING, PAR REHABILITATION	HOUR	462
801000	MAINTENANCE OF TRAFFIC	LS	1
602101	DRAINAGE INLET FRAME(S)	EACH	2
602502	CONVERTING EXISTING CATCH BASIN TO MANHOLE	EACH	2
702000	TRIANGULAR CHANNELIZING ISLANDS	SF	1000
817003	TEMPORARY MARKINGS, PAINT, 4"	LF	1000
701505	PCC PARKING BUMPER	EACH	10
760506	REMOVAL OF 1/4" TO 1" VERTICAL DISCONTINUITIES IN THE PAR	LF	100
819023	GALVANIZED TELESCOPING STEEL SIGNPOSTS, 15'X2", COMPLETE W/BASEPOSTS & HARDWARE	EACH	5

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824003	FLEXIBLE DELINEATOR, PERMANENT	EACH	6
831002	PROVIDE AND INSTALL UP TO 4" SCEDULE 80 HDPE CONDUIT (BORE)	LF	340
831003	PROVIDE AND INSTALL UP TO 4" SCHEDULE 80 PVC CONDUIT (OPEN CUT)	LF	50
831004	PROVIDE AND INSTALL UP TO 4" SCHEDULE 80 PVC CONDUIT (TRENCH)	LF	600