STATE OF DELAWARE
DEPARTMENT OF TRANSPORTATION

BID PROPOSAL

CONTRACT T202604901

SUBDIVISION PAVING, NEW CASTLE COUNTY I, 2026

Advertisement Date: January 30, 2026

INCLUDED IN THIS DOCUMENT:

BID PROPOSAL:
GENERAL DESCRIPTION
PROSPECTIVE BIDDER'S NOTES
GENERAL NOTICES
SPECIAL PROVISIONS
STATEMENTS
SAMPLE AFFIDAVIT - CRAFT TRAINING
QUANTITY SHEET SUMMARY

ADDITIONAL BID PROPOSAL ITEMS:

ATTACHED OR POSTED DOCUMENTS:
PROJECT PLANS
QUESTIONS & ANSWERS (if posted)
DIESEL FUEL FORM

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 in the Bidder's Room at the DelDOT Administration Building, Dover, DE;

ALL BIDS DUE PRIOR TO 2:00 P.M. Local Time, FEBRUARY 24, 2026

GENERAL DESCRIPTION

A. BIDS DUE: FEBRUARY 24, 2026 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 work to include curb and gutter, sidewalk repairs, drainage structure / pipe repairs, and/or Bituminous Concrete milling and overlay. 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 254 Calendar Days.
Extensions of contract time due to weather are specified in the Standard Specifications Section 108.7F, weather days.
It is estimated a Notice to Proceed is issued such that work starts on or about May 4, 2026.

F. SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION, DELAWARE DEPARTMENT OF TRANSPORTATION, JANUARY 2025 apply to this Bid Proposal and Project. The Contractor shall make himself aware of any revisions and corrections and apply them to the applicable item(s) of this contract. The Standard 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. PROSPECTIVE BIDDERS NOTES:

1. CRAFT TRAINING REQUIREMENT (29 Del. C. §6960A)

a) The awarded contractor must include a craft training program for each craft in the project if at the time the contractor executes the contract, all of the following apply:

1. This project requires prevailing wages.
2. The contractor employs 10 or more total employees.
3. This project is not a federal highway project (except for the US 301 project from the MD-DE state line to SR1).
4. There is an apprenticeship program for a craft in the project on the list provided by the Delaware Department of Labor.

b) The awarded contractor must commit that all subcontractors provide craft training if the above applies to the subcontractor.

c) The contractor must satisfy the craft training requirement before the contract is executed. A contractor or subcontractor may satisfy the craft training requirement by doing any of the following for each craft required:

1. Having at least 1 active apprentice in a craft training program for the craft.
2. Having at least 1 active apprentice who completes a craft training program for the craft within the 6 months before the date the contract was executed.
3. Being a member of a consortium that provides craft training for the craft and all of the following apply to the craft training program for the craft:
   (a). The consortium requires a regular financial contribution.
   (b). The contractor or subcontractor has access to the craft training program.
   (c). There is at least 1 active apprentice in the craft training program.
4. Making a payment under paragraph (e) of this section.

d) The craft training program under above paragraphs c)1. and c)2. may be provided by the contractor or subcontractor or through agreement with another entity.

The active apprentice under paragraphs c)1. and c)2. does not have to work on this project.

e) A contractor or subcontractor may satisfy the craft training requirement by making a payment in the amount established under § 204 of Title 19, for the craft into the Apprenticeship and Training Fund of the Department Labor. For each calendar year, a contractor or subcontractor satisfies the craft training requirement for all contracts executed during that year when payments made after January 1 equal the following amounts:

1. For employers with 10 through 25 employees, payments that total $10,000.
2. For employers with more than 25 employees, payments that total $20,000.

f) PENALTY: If the successful bidder fails to comply with the Craft Training Requirements:

1. The contractor must pay the amount of the payment required under paragraph e) above to the Apprenticeship and Training Fund.
2. An amount that does not exceed 10 percent of the payment under paragraph f)1. of this section.
3. A penalty assessed under paragraph f)1. may be fully or partially remitted or refunded by the agency awarding the contract only if the contractor establishes compliance within 60 days of the notice of the penalty. A claim for remission or refund of a penalty may only be granted if an application for the remission or refund is filed within 1 year of the notice of the penalty.
4. Any contractor or subcontractor who fails to provide required craft training under 29 Del. C. § 6960A may be subject to suspension or debarment.

2. BIDDERS MUST BE REGISTERED with DelDOT in order to submit a bid. Registrations are now completed online through SimpliGov. To complete registration or for more information, click here.

3. **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.

4. **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.

5. **DRUG TESTING** - Regulation 4104; The state Office of Management and Budget has developed regulations that require Contractors and Subcontractors to implement a program of mandatory drug testing for Employees who work on Large Public Works Contracts funded all or in part with public funds pursuant to 29 Del.C. §6908(a)(6). **Refer to the full requirements 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.

6. **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.

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

8. **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.

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

10. **FLATWORK CONCRETE** TECHNICIAN CERTIFICATION TRAINING:
    Section 501.3, 503.3, 505.3, 610.3, 701.3 and 702.3 of the 2025 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.

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

12. **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.

13. **DIESEL FUEL COST PRICE ADJUSTMENT FORM** is posted and part of this Bid Proposal.

- end –

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, 2025*", hereinafter referred to as the *Standard Specifications*; and *Revisions* 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.

The Department requires the use of various electronic applications for various documentation processes.
These processes will be identified, and the Contractor's required use will be detailed during the Preconstruction Meeting.
No additional payments will be made to the contractor to use or interface with the applications.

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 a Community Transportation Fund or 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 of 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

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

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SPECIAL PROVISIONS

S.P. Code	SPECIAL PROVISION DESCRIPTION
401502-25	ASPHALT CEMENT COST ADJUSTMENT
401506-25	SPEED HUMP
401510-25	TACK COAT
401699-25	QUALITY CONTROL/QUALITY ASSURANCE OF BITUMINOUS CONCRETE
701513-25	PORTLAND CEMENT CONCRETE VALLEY GUTTER, 8"
763520-25	ELECTRONIC TICKETING
763626-25	DIESEL FUEL COST PRICE ADJUSTMENT
801500-25	MAINTENANCE OF TRAFFIC, REHABILITATION

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

401506 - SPEED HUMP

Description:

This work consists of providing all materials, constructing bituminous concrete speed hump and installing delineators.

Materials:

A. Speed hump:

1. Bituminous concrete Type C — Section 401
2. Permanent striping — Section 817

B. Delineator blank

1. 6″ x 12″ aluminum plate, alloy 6061 T651 or 5052 H32, 1/8″ (min) in thickness with 1-1/2″ radius corners, punched with two (2) 1/2″ holes 2″ from top and bottom, treated with a chromate conversion coating meeting ASTM B449.
2. Reflector shall be covered on one side only with Type III High Intensity grade silver retroreflective sheeting or other approved material with greater reflectivity.
3. The breakaway delineator post shall be composed of square steel tubes conforming to the notes and details shown on the Plans.

C. Pavement striping shall be alkyd-thermoplastic or an approved permanent pavement marking tape.

Construction:

A. Construct the speed humps in accordance with Section 401. The plans depict the construction of speed humps in two passes, the Department has obtained satisfactory results in constructing the speed hump through template ramps, which allow the placement of bituminous concrete in one pass. However, regardless of the method used, it shall be the responsibility of the contractor to produce satisfactory results in constructing the speed hump in accordance with the details shown on the Plan.

B. Speed humps removed as part of the milling/paving operation within a residential community shall be replaced within 7 days of completion of paving. Installation of speed humps separate from a milling/paving operation shall be completed the same day.

C. 2 reflectors per post are to be mounted back to back 4 feet from the ground with 2 M10x1.5 grade 2 plated steel hex head bolts with two way steel lock nuts. Nylon washers are also to be used between the bolt or nut and the reflector face. Within 48 hours of installation the speed hump shall be striped as specified in the plan notes and details. If the contractor elects to use temporary striping prior to the permanent pavement striping such temporary striping will be considered incidental to this item.

Method of Measurement:

The Department will measure the quantity of speed humps as the actual number of linear feet constructed and accepted, measured between the two curb lines of the road.

Basis of Payment:

A. The Department will pay for speed humps at the contract unit price per linear foot. Price and payment will constitute full compensation for:
    1. Providing and placing all materials;
    2. saw cutting;
    3. removal
    4. pavement milling;
    5. providing and installing delineators;
    6. temporary and permanent striping; and
    7. labor, equipment, tools and incidentals;

11/22/2021

401510 – TACK COAT

Description:

The Department will not measure and will make no payment for this item. This language replaces Section 1011 of the Standard Specifications.

SECTION 1011 -TACK COAT

1011.1 Description.

Provide material in accordance with 1011.2 for thin lift maintenance applications, or as directed by the engineer. Provide material in accordance with Section 1011.3 and selected from the approved product list and in accordance with manufacturer recommendations for all other applications.

1011.2 Asphalt Cement (PG Graded).

Provide PG-64-22 (PG 64S-22) as tack coat in lieu of emulsified asphalts.

1011.3 Emulsified Asphalts.

1. Anionic emulsified asphalt in accordance with M140 except the sieve test requirement for field samples collected at the point of use shall be a maximum of 0.4 percent.
2. Cationic emulsified asphalt in accordance with M208 except the sieve test requirement for field samples collected at the point of use shall be a maximum of 0.4 percent.
3. Polymer-modified cationic emulsified asphalts in accordance with M316 except the sieve test requirement for field samples collected at the point of use shall be a maximum of 0.4 percent.
4. Non-Tracking emulsified asphalt in conformance with Table 1011.3-1.

Table 1011.3-1 Non-Tracking Emulsified Asphalt Requirements.

Property	Test Method	Requirement
Saybolt Viscosity at 77 F, (SFS)	AASHTO T59	15-100
Storage Stability Test, 24 hours, (%)	AASHTO T59	1 maximum
Residue by Distillation or Residue by Evaportation, (%)	AASHTO T59	50 minimum
Sieve Test, No. 20, (%)	AASHTO T59	0.4 maximum for field samples
Penetration at 77 F, 100 g, 5 s, (dmm)	AASHTO T49	10-40
Solubility in Trichloroethylene, (%)	AASHTO T44	97.5 minimum

6/11/2024

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 B 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 140°F 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 An@ 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							
	QU and QL for An@ Samples						
PU or PL	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 B 96.74	-5
96.0	95.75 B 96.25	-3
95.5	95.26 B 95.74	-2
95.0	94.75 B 95.25	0
94.5	94.26 B 94.74	0
94.0	93.75 B 94.25	1
93.5	93.26 B 93.74	3
93.0	92.75 B 93.25	5
92.5	92.26 B 92.74	3
92.0	91.75 B 92.25	0
91.5	91.26 B 91.74	0
91.0	90.75 B 91.25	-5
90.5	90.26 B 90.74	-15
90.0	89.75 B 90.25	-20
89.5	89.26 B 89.74	-25
89.0	88.75 B 89.25	-30

88.5	88.26 B 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 B 96.74	-5
96.0	95.75 B 96.25	-3
95.5	95.26 B 95.74	-2
95.0	94.75 B 95.25	0
94.5	94.26 B 94.74	0
94.0	93.75 B 94.25	0
93.5	93.26 B 93.74	1
93.0	92.75 B 93.25	3
92.5	92.26 B 92.74	1
92.0	91.75 B 92.25	0
91.5	91.26 B 91.74	0
91.0	90.75 B 91.25	0
90.5	90.26 B 90.74	0
90.0	89.75 B 90.25	0
89.5	89.26 B 89.74	0
89.0	88.75 B 89.25	-1
88.5	88.26 B 88.74	-3
88.0	87.75 B 88.25	-5
87.5	87.26 B 87.74	-10
87.0	86.75 B 87.25	-15
86.5	86.26 B 86.74	-20
86.0	85.75 B 86.25	-25
85.5	85.26 B 85.74	-30
85.0	84.75 B 85.25	-40

84.5	84.26 B 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

701513 – PCC VALLEY GUTTER, 8”

701514 – PCC VALLEY GUTTER, 12”

Description:

This work consists of constructing PCC valley gutter.

Materials:

Materials in accordance with Section 701.

Construction:

Construct in accordance with Section 701 and the plans.

Method of measurement:

The Department will measure PCC valley gutter in accordance with Section 701.4.

Basis of payment:

The Department will measure PCC valley gutter in accordance with Section 701.5.

10/7/2022

763520 - ELECTRONIC TICKETING

Description:

This work consists of providing electronic data for material weight tickets delivered to the project. This work also consists of placing an identifying vehicle number on the driver side and the passenger or rear sides of the delivery vehicle. This does not preclude or dismiss any requirement for paper tickets required by the Standard Specifications or other rules and regulations.

General Requirements:

A. Send electronic tickets (eTicket) to the Department's Electronic Ticketing Portal https://tickets.deldot.gov as they are generated. The Department will reject any load that does not have a corresponding eTicket unless the cause is beyond the contractor's control. In such circumstances paper tickets may be permitted at the discretion of the engineer.

B. Payment for material weight delivered to the project will be based upon the eTickets marked *"Delivered",* less waste, excess material weight as noted in 105.12 of the Standard Specifications, and any audit corrections.

C. Do not reissue or reprint tickets that have been marked "*Delivered"* or *"Rejected"* without first notifying the engineer. The engineer may reject a reissued or reprinted ticket at their discretion. When a reissued or reprinted ticket is rejected, payment will be based upon the original ticket.

Data Integration:

Request a list of the Department's naming nomenclature. Include in the request an identification of what system the supplier utilizes for its load read-out weighing system. If necessary, create an Application Programming Interface (API) to integrate with the Department's eTicketing Portal. Utilize the API to provide electronic data from the load read-out weighing system at the material source that is readable by the Department's eTicketing Portal. Update the load read-out weighing system and API as necessary to maintain connection the Department's eTicketing Portal.

The data shall be provided as follows:

Reference Field No.	Description	Examples	Data Type	Required
1	Ticket Number	5126349, 101R, 539-19	String	Yes
2	Contract Number	T202011001	String	Yes

3	Contract Name (Job)	Walnut Street Streetscape Improvements	String	Yes
4	Contractor Name (Customer)	Mumford & Miller, Inc.; A Del Construction	String	Yes
5	Supplier Name	River Asphalt; Allan Myers Materials	String	Yes
6	Supplier Plant	Plant #1 Dagsboro; Dover Asphalt	String	Yes
7	Job Number (Location)	Task 1; Location 5	String	Yes
8	Weigh Master Name	Johnny Scales	String	Yes
9	Weigh Master ID	1234567	String	Yes
10	Left Intentionally Blank			No
11	Mix Design ID (Product)	1628p; AM-WILM-29 76-22	String	Yes
12	Material Type (Product Description)	9.5mm top; 19MM 76-22 NON CARB	String	Yes
13	Item No. (Product Code)	401005; 401016	String	Yes
14	Load Number	75	Number	Yes
15	Identifying Vehicle Number	T-1	String	Yes
16	Hauler	John Doe Trucking	String	Yes
17	Legal Gross Vehicle Weight	73,280	Number	Yes
18	Loading Date & Time	2020-06-15T13:45:30	String	Yes
19	Gross Weight	72,980	Number	Yes
20	Net Weight	27,900	Number	Yes
21	Truck Tare Weight	45,080	Number	Yes
22	Void	280	Number	No
23	Daily Running Total	44.43	Number	Yes

All provided weights shall be accurate to 0.01 tons.

Loads which do not have the required data shall be rejected.

Setup and Calibration:

Conduct a test of each supplier's integration with the Department's eTicketing Portal prior to shipping material. Complete test at least 14 days prior to shipping material unless otherwise approved by the engineer. The test must involve at least four calibration eTickets from each supplier approved for use on the project. The calibration eTickets must accurately reflect the categories 1-7 shown above; all other categories shall be marked *"TEST"*. After the engineer confirms the calibration eTickets have been entered into the Department's eTicket Portal, void the eTickets with the reason *"Calibration Testing"*.

Uptime:

Uptime reliability of the material supplier's ticketing system must be 99.5% over any 30-day rolling period. Uptime is defined as the ability for the Department to receive electronic tickets within a maximum of 10 minutes from when the ticket was created.

Load Identification:

Ensure the identifying vehicle numbers on the delivery vehicle correspond to the ticket. Place the numbers on the delivery vehicles such that at least one can be safely read from within the work area. Delivery vehicles without identifying vehicle numbers shall be rejected.

Method of Measurement:

The Department will not measure electronic ticketing.

Basis of Payment:

A. The cost associated with creating and maintaining an API, providing electronic ticketing data, and placing identifying vehicle numbers on the delivery vehicles is incidental to the item being placed.

B. The Department will make no payment for material that is rejected.

01/18/2022

763626 - DIESEL FUEL COST PRICE ADJUSTMENT

Description:

This section defines the criteria for payments to the Contractor to reflect increases or decreases in the cost of diesel fuel consumed in the performance of applicable construction work.

Contract Applicability:

To have the Diesel Fuel Cost Price Adjustment provisions apply to this project, a properly completed Diesel Fuel Cost Price Adjustment Option form must be submitted to the Department with the Bidder's bid proposal. If a properly completed Diesel Fuel Cost Price Adjustment Option form is not provided by the bidder, the Department will consider the option to apply the Diesel Fuel Cost Price Adjustment provisions for the project to be declined. No further opportunity to elect Diesel Fuel Cost Price Adjustment for the project will be made available.

Price Adjustment Provisions:

A. These price adjustment provisions apply to contract items in the contract schedule of prices as grouped by category. Specific pay items to be adjusted are attached as an appendix to this Special Provision. General category descriptions and the fuel usage factors which are applicable to each are as follows:

1. Categories:

Category	Description	Applicability
A	Earthwork	The combined total of applicable item plan quantities must exceed 5,000 CY.
B	Subbase and Aggregate Base Courses	The combined total of applicable item plan quantities must exceed 500 tons.
C	Bituminous Materials (Bases and Pavements)	The combined total of applicable item plan quantities must exceed 500 tons.
D	Rigid Materials (Bases and Pavements)	The combined total of applicable plan quantities must exceed 5,000 CY.
E	Structures	Contract items will be based upon the total value of work performed for each structure including any associated work, i.e. items not grouped under Categories A thru D.

2. Diesel Fuel Usage Factors:

Category	Description	Factor	Units
A	Earthwork	0.34	Gallons per CY
B	Subbase and Aggregate Base Course	0.64	Gallons per Ton
C	Flexible Bases & Pavements	2.98	Gallons per Ton
D	Rigid Bases & Pavements	0.98	Gallons per CY
E	Structures	6.76	Gallons per $1,000 of work performed

Category	Conversion	Factor
B	SY to ton	90 lbs/sy-in
C	SY to ton	112.5 lbs/sy-in
D	SY to CY	Inches of depth/36

3. Delaware Posted Diesel Fuel Price will be issued monthly by the Department at https://deldot.gov/Business/bids/index.shtml?dc=diesel_fuel.
    a. The Project Base Price Index (FB) is the index price posted by the Department on the project advertisement date in $/gallon.
    b. The Fuel Price Index for adjustment (FP), will be the index price posted by the department monthly in $/gallon.

Price Adjustment Determination:

A. The following criteria and conditions will be considered in determining a price adjustment for diesel fuel cost fluctuations on a monthly basis.
    1. Unit Price Adjustment Calculation.
        a. When the ratio FP/FB is calculated to be less than 0.95 or calculated to be greater than

1.05, the Department will adjust unit bid price prices in accordance with the following formula:

AUP = (FP-FB)(F)+(UBP)

where:

AUP = Adjusted Unit Price

FP = Fuel Price Index for the month in which prices are adjusted for applicable construction work.

FB = Project Base Price Index

F = Diesel Fuel Usage Factor (See above chart in section 1.2 for usage factors.)

UBP = Unit Bid Price specified in the Contractor's Bid Proposal

Payment of Adjusted Unit Prices:

A. The unit bid prices of work items affected by the fuel escalation will be adjusted by change order, either up or down. The Diesel Fuel Price Index will be used for all the applicable items performed during the monthly period.

B. If the Contractor exceeds the authorized allotted completion time, the adjusted item prices on the last authorized allotted calendar day or working day shall be the prices used during the time liquidated damages are assessed. However, if the posted price for diesel fuel goes down, the item prices shall be adjusted downward accordingly.

C. Upon completion of the work and determination of final pay quantities, an adjusting work order will be prepared to reconcile any difference between estimated quantities previously paid and the final quantities. In this situation, the value for FP used in the price adjustment formula will be the average of all FP's previously used for computing price adjustments.

D. The Department reserves the right to inspect the records of the prime contractor and its subcontractors and material suppliers to ascertain actual pricing and cost information for the diesel fuel used in the performance of applicable items of work.

E. When applicable items of work, as specified herein, are added to the contract as Extra Work in accordance with the provisions of Section 104.2.E, no price adjustment will be made for fluctuations in the cost of diesel fuel consumed in the performance of the extra work, unless otherwise approved by the Engineer. The current price for diesel fuel is to be used when preparing required backup data for extra work to be performed at a negotiated price. For extra work performed on force account basis,

reimbursement for material and equipment along with specified overhead and profit markups will be considered to include full compensation for the current cost of diesel fuel.

Any Price Increases or Price Rebates that are calculated based on items of work performed by subcontractors will be added to or deducted from payments due to the Contractor in the appropriate pay period. The Contractor shall then accurately record on the appropriate CN-103 form the additions or deductions into adjusted contract value. The Contractor shall make payment to the subcontractor(s) who actually performed the work in accordance with DelCode Title 17, Chapter 8. 4/25/22

Appendix - Item 763626 Diesel Fuel Cost Adjustment

	Item Numbers
Category A: Earthwork Excavation & Embankment, Borrow (total qty must exceed 5000 CY)	
Category B: Subbase and Agg. GABC, PTB, Soil Cement Base (total qty must exceed 500 T)	301001, 301002
Category C: Flexible Bases and Pavements Warm Mix Asphalts (total qty must exceed 500 T)	401005, 401029, 401030
Category D: Rigid Bases and Pavements Concrete, P.C.C. Patching (total qty must exceed 5000 CY)	
Category E: Structures Bridges, Large P.C.C. Structures	

801500 – MAINTENANCE OF TRAFFIC, REHABILITATION

DESCRIPTION:

This work consists of providing temporary traffic control to maintain vehicular, bicycle, and pedestrian traffic through the project work zone where roadway and/or full sidewalk detours are specified to be used for completion of repair work.

MATERIALS:

A. Crashworthy temporary traffic control devices in accordance with current AASHTO MASH standards.

B. Category I through Category III temporary traffic control devices - Certification of compliance with MASH required.
    1. Category I devices - The manufacturer or contractor may self-certify that the devices meet the MASH criteria.
    2. Category II and III devices - MASH eligibility letter, including all applicable attachments required for each type of device.

C. Submit documentation requesting approval of temporary traffic control devices 14 days before the start of work. Submission requirements and instructions for source information are listed on DelDOT's website: https://deldot.gov/Business/prodlists/index.shtml. The Department approves temporary traffic control devices based on:
    1. Self-Certification
    2. Approved products lists

CONSTRUCTION:

A. Place temporary traffic control devices in accordance with the contract and DE MUTCD. Follow the manufacturer's installation instructions.

B. Maintain temporary traffic control devices throughout the project duration. Replace damaged temporary traffic control devices within 24 hours of notification or when directed by the engineer.

C. Maintain temporary traffic control devices at a minimum in a "marginal" condition in accordance with the brochure entitled "Quality Guidelines for Temporary Traffic Control Devices," available from the American Traffic Safety Services Association (ATSSA). The engineer may reject a temporary traffic control device that does not meet the "marginal" condition.

D. Temporary traffic control devices are the contractor's property unless otherwise indicated in the contract.

E. General Temporary Traffic Control and Traffic Maintenance.
    1. Maintain a work zone that protects the travelling public and persons working on the project.

If necessary, implement additional safety measures not expressly required by the contract to ensure the safety of all persons.

2. The contractor may adjust longitudinal dimensions for maintenance of traffic configurations to fit field conditions.
3. Inventory existing signs within the contract limits
    a. Maintain existing signs that must remain in place during the project as noted in the contract or as directed by the engineer.
    b. Remove other existing signs and store.
4. Always maintain access within the project limits for businesses and residences
    a. Coordinate temporary driveway or entrance closures for tie-in purposes with the engineer and the property owner in advance of the closures.
5. Regarding bus stops, unless otherwise directed by the contract or the engineer:
    a. Maintain an area for the bus vehicle to safely pick-up and drop-off passengers.
    b. Provide an accessible path for pedestrians to safely access the bus stop.
6. Maintain existing access for bicycles and pedestrians. If temporary sidewalk closures are necessary, install pedestrian detours in accordance with the DE MUTCD. Damage to existing sidewalk will be repaired at the Contractor's expense. Clear sidewalks of all construction debris at the end of each workday.
7. Conduct construction operations in a manner that minimizes delays to traffic.
    a. Follow the requirements of the memorandum titled, "Temporary Traffic Control within Intersections," of the DE MUTCD for work within intersections or in close proximity to intersections.
    b. Schedule work in the vicinity of traffic signals to minimize the time during which the signal operates without detection.
    c. Set temporary traffic control devices on the work zone side of the pavement marking, if possible, when closing a lane adjacent to an open lane.
    d. Do not close lanes unless a construction activity requiring a lane closure is taking place or will take place within 1 hour of closure, except for buffer lanes on high volume or high-speed roadways. Reopen lanes immediately upon completing the work. Shorten the lane closure for moving operations as work progresses, and as traffic conditions warrant, to keep the length of the closure to a minimum. Conduct construction operations in a manner that minimizes disruption to traffic during peak hours and periods of heavy traffic flow. The Department will stop the contractor's operations if, in the opinion of the engineer, such operations are unnecessarily impeding traffic.

F. Notification to the engineer for road closures and detours.
    1. Submit notification no less than 14 calendar days before the start of detours and road closures.
    2. Obtain the approval of the chief traffic engineer, or designee, a minimum of 48 hours in advance of proposed restrictions beyond those specified in the contract.

G. Written notice to property owners, businesses, and residents.
    1. Provide written notice 48 hours in advance of the start of construction work including the following:
        a. The scope of work, working hours, anticipated start and completion dates, and a summary of construction activities that might interfere with property access.
        b. A schedule and access coordination plan.
        c. The contractor's name, address, and a Department contact phone number.

H. Provide written verification to the engineer that the property owners and residents were notified.

I. Failure to give proper notice may result in suspension of work in accordance with Section 104.8 of the standard specifications.

J. Before obstructing a fire hydrant, notify the local 911 center and provide the engineer with written confirmation of the notice.

K. Keep lanes open for a period of time that depends on the day of the week that the legal or observed holiday falls. The following schedule determines the periods of time the lanes must remain open, unless otherwise allowed by the contract:

TABLE 1: DAY OF HOLIDAY LANE CLOSURES	
Day of holiday or event	***Time all lanes must be open to traffic***
Sunday	12:00 PM Friday through 5:59 AM Monday
Monday	12:00 PM Friday through 11:59 PM Monday
Tuesday	12:00 PM Monday through 11:59 PM Tuesday
Wednesday	12:00 PM Tuesday through 11:59 PM Wednesday
Thursday	12:00 PM Wednesday through 11:59 PM Thursday
Thursday (Thanksgiving)	6:00 AM Wednesday through 11:59 PM Sunday
Friday	12:00 PM Thursday through 5:59 AM Monday
Saturday	12:00 PM Friday through 5:59 AM Monday

L. Do not close travel lanes or roads within 1 mile of a designated polling place during the primary and general elections that fall during an even numbered year.

M. Follow all additional restrictions that may apply as noted in the contract or as directed by the engineer.

N. The Department will consider failure to comply with the requirements of this section as justification for suspension of work in accordance with Section 104.2.D of the standard specifications. The Department will continue assessing time charges until the contractor corrects the deficiencies.

O. Non-compliance includes:
    1. Failure to correct deficiencies within 24 hours of written deficiency notices related to temporary traffic control.
    2. Non-compliance with the DE MUTCD or the contract.
    3. Unsafe operations.
    4. Placement of non-compliant temporary traffic control devices.

METHOD OF MEASUREMENT:

The Department will not measure this item.

BASIS OF PAYMENT:

A. The Department will pay for temporary traffic control at the lump sum contract price for all roadway and sidewalk detours necessary to complete the repairs listed in the contract documents. Price and payment will constitute full compensation for:
    1. Maintenance of traffic activities accepted by the engineer;
    2. supply, installation, maintaining, and removing maintenance of traffic devices, including, but not limited to:
        a. temporary warning signs and plaques;
        b. plastic drums; and
        c. traffic cones.
    3. submitting TTCPs;
    4. submitting certifications;
    5. correcting edge drop-offs; and
    6. a certified ATSSA traffic control supervisor.

B. No additional payment will be made to move temporary traffic control devices in accordance with the TTCPs or as necessary to address safety issues as included in this item.

C. When DelDOT MUTCD Typical Applications are used for MOT setups other than full roadway closure with detour or full sidewalk closure with detour, payment for individual MOT items necessary for setting up, maintaining, and removing the MOT for completing the repair work will be measured and paid for under the applicable bid item for each individual component.

9/30/2024

STATEMENTS

Included on the following pages:

UTILITY STATEMENTS

RIGHT-OF-WAY STATEMENTS

ENVIRONMENTAL STATEMENTS

RAILROAD STATEMENTS

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

SHANTÉ A. HASTINGS
SECRETARY

UTILITY STATEMENT
November 24, 2025
State Contract No.: T202604901
F.A.P. No.: N/A
Project I.D. No.: 2026-00045
SUBDIVISION PAVING
NEW CASTLE COUNTY I, 2026

Scope of Work:

General improvements to the roads and/or streets, to include the addition of new ADA facilities.

The following utility companies may own and/or maintain facilities within the project limits:

CITY OF WILMINGTON
COMCAST CABLE
DELMARVA POWER ELECTRIC DISTRIBUTION
DELMARVA POWER GAS
NEW CASTLE DEPARTMENT OF PUBLIC WORKS
VEOLIA WATER DELAWARE INC.
VERIZON DELAWARE LLC.

VEOLIA WATER DELAWARE
Veolia Water Delaware will be relocating their existing facilities at location 10 (Dorset Rd) & location13 (Longcome Dr) and plan to be completed by late summer of 2026. The State contractor is to coordinate their schedule with Veolia to allow Veolia time to complete this work before starting these locations. Please contact Mr. Ted Harris, Veolia Water Delaware Inc. at 302-290-0626 or via email at **theodore.harris@veolia.com** to coordinate this work.

Utility involvement is not anticipated for the work associated with this project. All proposed improvements outlined in the contract documents shall be adjusted in the field to avoid any and all existing aerial and underground utility facilities, this includes private utility facilities. All existing utility facilities will remain in place and active throughout the duration of the contract. No working/existing utility facilities can be taken out of service. The contractor must use care when performing all temporary and permanent work to avoid impact to underground and overhead utilities.

Should any conflicts be encountered as a result of the State Contractor's means and methods during construction requiring adjustment and/or relocation, the necessary relocation work shall be accomplished by the respective utility company and funded by the State's Contractor as directed by the District Engineer. Following contract award date, the State's Contractor shall coordinate any and all potential changes including, but not limited to, identification of potential field conflict; changes in project construction scope; changes in construction phasing; or changes in contractor means and methods of construction with required parties, including the District Engineer and Utility Companies, for approval prior to finalizing and performing work. The State's Contractor shall provide utility companies with adequate notice (not less than 30 calendar days) prior to performing work once approved.

Any potential utility conflicts shall be coordinated by the State Contractor once the conflict is recognized. The time to complete any relocations/adjustments found to be necessary during construction of the highway project will depend on the nature of the work.

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

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

The State's contractor shall adjust any at grade features such as valve boxes, manholes, and handholes to match the surface elevation and slope as outlined in the contract documents. Under no circumstances shall any valve box, manhole, handhole, or other at grade structure be paved over, filled, or knocked out of vertical alignment during construction.

General Notes:

1. **The Contractor's attention is directed to Section 105.9 of the DelDOT Standard Specifications (see the contract documents for applicable date/version to reference). The Contractor shall contact Delmarva811 (previously known as Miss Utility of Delmarva) at 1-800-282-8555 at least two working days prior to any excavation. The Contractor is responsible for the support and protection of all utilities when excavating. The Contractor is also responsible for ensuring proper clearances, including safety clearances, from overhead utilities for construction equipment. The Contractor is advised to check the site for access purposes for proposed equipment and, if necessary, make arrangements directly with the utility companies for field adjustments for adequate clearances.**

2. **The information shown in the Contract Documents, including the Utility Statement and the Utility Schedule contained herein, concerning the location, type and size of existing and proposed utilities, their locations, and construction timing has been compiled by the preparer based on information furnished by each of the involved Utility Companies. It shall be the responsibility of the State's Contractor to verify all information and coordinate with the Utility Companies prior to and during construction, as specified in Section 105.9 of the Standard Specifications.**

3. **It is understood and agreed that the Contractor has considered in his bid all permanent and temporary utility appurtenances in their present and relocated positions as shown on the plans or described in the Utility Statement or are readily discernible and that no additional compensation will be allowed for any delays, inconvenience, or damage due to any interference from the utility facilities and appurtenances or the operation of moving them, except that the Contractor may be granted an equitable extension of time. The Contractor's means and method of construction are not taken into account when known utility conflicts are identified. If the Contractor's means and method of construction create a utility conflict the Utility Statement will prevail in discussions with the utility and the Contractor.**

4. **The State's Contractor shall be responsible for any costs associated with any temporary outages; holding, bracing and shielding of utility facilities; temporary relocations; or permanent relocations that are not specifically identified in this Utility Statement or shown in the contract plan set.**

5. **The State's Contractor is responsible for rough grading as required by the roadway construction prior to the Utility Company's placing their proposed facilities, unless otherwise indicated on the plans and/or outlined elsewhere in the Contract Documents.**

6. **Coordination and cooperation among the Utility Companies and the State's Contractor are of prime importance. Therefore, the Contractor is directed to contact the following Utility Company representatives with any questions regarding this work prior to submitting bids and work schedules. Proposed work schedules should reflect the Utility Companies' proposed relocations. The Utility Companies and their contractors do <u>not</u> work on nights, weekends, or legal holidays.**

NAME	COMPANY	PHONE	EMAIL
Jiangying(Joanne) Liao	City of Wilmington	302-576-3064	jliao@wilmingtonde.gov
Darren Marsteller	Comcast Communications	717-405-4280	dmarsteller@americomm-llc.com
Tom Smith	Delmarva Power	667-313-1795	Thomas.Smith1@delmarva.com
Fikayo Falade	Delmarva Power Gas	667-313-0873	Fikayo.Falade@exeloncorp.com
Joe Fregapane	New Castle County Dept. of Public Works	302-395-5817	Joseph.Fregapane@newcastlede.gov
Theodore Harris	Veolia Water Delaware	302-290-0626	theodore.harris@veolia.com
George Zang	Verizon Delaware LLC.	302-422-1238	george.w.zang@verizon.com

7. **As outlined in Chapter 4 of the DelDOT Utilities Manual, individual utility companies are responsible for obtaining all required permits from municipal, State and federal government agencies and railroads prior to performing their work. This includes but is not limited to water quality permits/DNREC Water Quality Certification, DNREC Subaqueous Lands/Wetlands permits, DNREC Coastal Zone Consistency Certification, County Floodplain permits (New Castle County only), U.S. Coast Guard permits, US Army Corps 404 permits, sediment and erosion permits, and railroad crossing permits.**

8. **Individual utility companies are required to restore any areas disturbed in conjunction with their relocation work. If an area is disturbed by a utility company and is not properly restored, the Department may have the State's Contractor perform the necessary restoration. Any additional costs incurred as a result will be forwarded to the utility company.**

9. **16 Del. C., Chapter 74B, § 7405B requires notification to and mutually agreeable measures from the public utility operating the electric line for the any person intending to carry on any function, activity, work, or operation within dangerous proximity of any high voltage overhead electric lines. 16 Del. C., Chapter 74B, § 7402B defines "dangerous proximity" as "a distance up to and including 10 feet of high-voltage lines, or within such greater distances as may be set forth in the current editions and any subsequent revisions of the regulations of the United States Occupational Safety and Health Administration (29 C.F.R. § 1902.1 et seq.) and the National Electrical Safety Code." With that, all contractors/other utilities must maintain a minimum distance of 10 feet from all overhead energized lines unless otherwise required in OSHA or the NESC.**

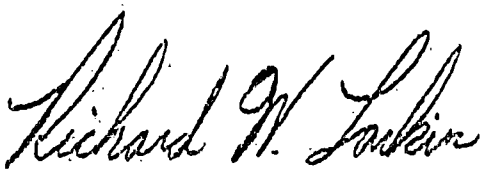
10. **Any existing facilities that are comprised of hazardous materials will be removed by the Utility Company unless otherwise outlined in the contract documents or language above. Any existing facilities containing hazardous materials will be purged by the Utility Company unless otherwise outlined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

11. **In conjunction with bid preparation and prior to starting work, the State's Contractor shall confirm with all respective Utility Companies noted in this Utility Statement to have advance utility relocations that the advance relocations have in fact been accomplished as summarized herein.**

12. **Contractors are not permitted to draw water from any hydrant for any use, without the written permission of the municipality/water company having jurisdiction and proper metering and backflow prevention equipment in place.**

DIVISION OF TRANSPORTATION SOLUTIONS

PREPARED AND RECOMMENDED BY:



12/15/2025

Richard W. Larkin
Utility coordinator, DelDOT
Richard.larkin@delaware.gov

Date

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

SHANTÉ A. HASTINGS
SECRETARY

RIGHT OF WAY CERTIFICATE
STATE PROJECT NO. T202604901
F.A.P. NO. N/A for R/W
SUBDIVISION PAVING, NEW CASTLE COUNTY I, 2026
NEW CASTLE COUNTY

Certificate of Right-of-Way Status – 100%

Level 1

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

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

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

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

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

RIGHT OF WAY SECTION

Monroe C. Hite, III
Chief of Right of Way

November 17, 2025

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

SHANTÉ A. HASTINGS
SECRETARY

November 24, 2025

ENVIRONMENTAL REQUIREMENTS
FOR

Contract Title: **Subdivision Paving, New Castle County I, 2026**

State Contract No.: **T202604901**

Federal Aid No.: **N/A**

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

GENERAL REQUIREMENTS:

1. As locations are identified they will be submitted to the Environmental Studies Office to determine if there is any historical significance associated with the location and what if any cultural compliance documentation and/or approvals are needed. Likewise, natural resource evaluations will be undertaken to determine permit requirements, RTE issues, time of year restrictions for bird and/or fisheries resources, etc. No work will take place until all permits and approvals have been acquired. Notes in the contract document will specify that no work could begin until written approval is received from the ESO.

2. All construction debris, excavated material, brush, rocks, and refuse incidental to such work shall be placed either on shore above the influence of flood waters or on some suitable dumping ground.

3. That effort shall be made to keep construction debris from entering adjacent waterways or wetlands. Any debris that enters those areas shall be removed immediately.

4. The disposal of trees, brush, and other debris in any stream corridor, wetland, surface water, or drainage area is prohibited.

5. DelDOT Environmental Studies Section must be notified if there are any changes to the project methods, footprint, materials, or designs, to allow the Department to coordinate with the appropriate resource agencies (COE, DNREC, and SHPO), for approval at (DOT_EnvironmentalStudies@delaware.gov.

Maia Lee

Environmental Specialist II

Environmental Stewardship

Delaware Department of Transportation

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

SHANTÉ A. HASTINGS
SECRETARY

RAILROAD STATEMENT
For

State Contract No.: T202604901

Federal Aid No.: N/A

Project Title: Subdivision Paving, New Castle County I, 2026

The following railroad companies maintain facilities within the contract limits:

- ☐ Amtrak
- ☐ CSX
- ☐ State of Delaware Delmarva Central
- ☐ East Penn
- ☐ Maryland & Delaware
- ☐ Norfolk Southern
- ☐ Wilmington & Western
- ☐ Delmarva Central
- ☑ None

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

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

☑ No Railroad involvement.

☐ Railroad Agreement unnecessary but railroad flagging required. The contractor shall follow requirements stated in the DelDOT Maintenance of Railroad Traffic Item in the Special Provisions. Contractor shall coordinate railroad flagging with the DelDOT Railroad Coordinator at (302) 659-4087.

☐ Railroad Agreement required. The Contractor cannot begin work until the Agreement is complete and fully executed. Railroad related work to be undertaken and completed as required for proper coordination with physical construction schedules. The Contractor shall follow requirements stated in the DelDOT Maintenance of Railroad Traffic Item in the Special Provisions. Contractor shall coordinate railroad flagging with the DelDOT Railroad Coordinator at (302) 659-4087.

Approved As To Form:

DelDOT Railroad Coordinator

11/12/2025
DATE

SAMPLE AFFIDAVIT OF CRAFT TRAINING COMPLIANCE

(Actual form for signature will be provided to the awarded contractor)

(PROJECT NAME)
(CONTRACT NUMBER)

AFFIDAVIT OF CRAFT TRAINING COMPLIANCE

We, the contractor, hereby certify that we and all applicable subcontractors will abide by the contractor and subcontractor craft training requirements outlined below for the duration of the contract. Craft training must be provided by a contractor and/or subcontractor for each craft on a project for which there are Delaware Department of Labor approved and registered training programs or, if the contractor and/or subcontractor meets the requirements under Title 29, Chapter 69, Section 6960A.(b)(1)c.1.-3., payment may be made in accordance with Title 29, Chapter 69, Section 6960A.(b)(1)d. A list of crafts for which there are approved and registered training programs is maintained by the Delaware Department of Labor and can be found at: https://laborfiles.delaware.gov/main/det/apprenticeship/DE%20Craft%20Training%20Occupation%20List%20Effective%20March%201%202022.pdf. If you have questions regarding craft training programs, please submit all questions in writing to the Delaware Department of Labor at: apprenticeship@delaware.gov. ***This Affidavit of Craft Training Compliance must be submitted prior to contract execution***.

In accordance with Title 29, Chapter 69, Section 6960A.(a)(1), a contract relating to a public works project under § 6962 of Title 29 must include a craft training program for each craft in the project if at the time the contractor executes a public works contract, all of the following apply:

a. A project meets the prevailing wage requirement under Section 6960 of Title 29.
b. The contractor employs 10 or more total employees.
c. The project is not a federal highway project, except for the project under Section 6962(c)(11) of Title 29.
d. There is an apprenticeship program for a craft in the project on the list of crafts under Section 204(b)(2) of Title 19.

Pursuant to Title 29, Chapter 69, Section 6960A.(a)(2), ***a contractor must commit that all subcontractors provide craft training*** if paragraph (a)(1) of this section applies to the subcontractor. Failure to provide required craft training or payment on the project may subject the successful contractor and/or subcontractor(s) to penalties as outlined in Title 29, Chapter 69, Section 6960A.(d)(1)-(3).

Craft(s): _____

Contractor Name: _____

Contractor Address: _____

_____

_____

Contractor Program Registration Number(s) _____
On this line also indicate whether DE, Other State (identify) or US Registration Number

REVISED 8/10/2022

SAMPLE

Or

☐ **A payment has been made in the amount established under Section 204(b)(2)b.2. of Title 19, for the craft into the Delaware Department of Labor's Apprenticeship and Training Fund.**

Or

☐ **Craft Training requirements are not applicable because:**

_____

Authorized Representative (typed or printed): _____

Authorized Representative (signature): _____

Title: _____

State of Delaware)
) ss:
County of _____)

Before me, a notary public, in and for said county and state, personally appeared, _____, who acknowledged to me that she/he did execute the foregoing instrument on behalf of _____.

IN TESTIMONY WHEREOF, I have subscribed my name and affixed my official seal this ____ day of _____ 20___.

_____
Notary Public

Commission Expires _____

SAMPLE

THIS PAGE MUST BE SIGNED AND NOTARIZED TO BE CONSIDERED.

Delaware Department of Transportation
Quantity Sheet Summary

Proposal ID: T202604901

Project Descripton: SUBDIVISION PAVING, NEW CASTLE COUNTY I, 2026

NOT TO BE USED FOR BIDDING

Item Number	Description	Unit	Quantity
202000	EXCAVATION AND EMBANKMENT	CY	523
211001	REMOVAL OF PORTLAND CEMENT CONCRETE PAVEMENT, CURB AND SIDEWALK	SY	4546
301001	GABC	CY	331
301002	GABC, PATCHING	CY	746
401005	SUPERPAVE TYPE C, 9.5 mm, PG 64-22 (CARBONATE STONE)	TON	7645
401029	SUPERPAVE TYPE C, 9.5 mm, PG 64-22, PATCHING	TON	2516
401030	SUPERPAVE TYPE B, PG 64-22, PATCHING	TON	748
401506	SPEED HUMP	LF	236
404001	BITUMINOUS CRACK AND JOINT SEALING LESS THAN 3/4-INCH WIDE	LF	6731
602100	DRAINAGE INLET GRATE(S)	EACH	18
602101	DRAINAGE INLET FRAME(S)	EACH	18
602102	MANHOLE COVER(S)	EACH	5
602103	MANHOLE FRAME(S)	EACH	5
602130	ADJUSTING AND REPAIRING EXISTING DRAINAGE INLET	EACH	60
602131	ADJUSTING AND REPAIRING EXISTING DOUBLE DRAINAGE INLET	EACH	5
602132	ADJUSTING AND REPAIRING EXISTING MANHOLE	EACH	71

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DelDOT

Delaware Department of Transportation
Quantity Sheet Summary

Proposal ID: T202604901

Project Descripton: SUBDIVISION PAVING, NEW CASTLE COUNTY I, 2026

NOT TO BE USED FOR BIDDING

Item Number	Description	Unit	Quantity
701013	PCC CURB, TYPE 1-8	LF	273
701018	I.PCC CURB AND GUTTER, TYPE 1-8	LF	20
701019	I.PCC CURB AND GUTTER, TYPE 2	LF	12000
701023	I.PCC CURB AND GUTTER, TYPE 3-8	LF	20
701513	PORTLAND CEMENT CONCRETE VALLEY GUTTER, 8"	SY	156
705001	PCC SIDEWALK, 4"	SF	2100
705002	PCC SIDEWALK, 6"	SF	7224
705008	PEDESTRIAN CONNECTION, TYPE 1	SF	840
705009	PEDESTRIAN CONNECTION, TYPE 2, 3, AND/OR 4	SF	8400
705013	TRUNCATED DOME DETECTABLE WARNING SURFACE	SF	420
710002	ADJUST WATER VALVE BOXES	EACH	44
710370	STEEL CASING PIPE, 4"	LF	392
760010	PAVEMENT MILLING, BITUMINOUS CONCRETE PAVEMENT	SYIN	121060
760011	PAVEMENT MILLING, BITUMINOUS CONCRETE PAVEMENT, TAPER CUT	SYIN	900
762000	SAW CUTTING, BITUMINOUS CONCRETE	LF	19721
762001	SAW CUTTING, CONCRETE, FULL DEPTH	LF	1932
763000	INITIAL EXPENSE/DE-MOBILIZATION	LS	1

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Delaware Department of Transportation
Quantity Sheet Summary

Proposal ID: T202604901

Project Descripton: SUBDIVISION PAVING, NEW CASTLE COUNTY I, 2026

NOT TO BE USED FOR BIDDING

Item Number	Description	Unit	Quantity
801500	MAINTENANCE OF TRAFFIC, REHABILITATION	LS	1
802003	ARROW PANELS TYPE C	EADY	18
808002	PROVIDE AND MAINTAIN TRUCK MOUNTED ATTENUATOR, TYPE II	EADY	18
811001	FLAGGER, NEW CASTLE COUNTY	HOUR	6097
811013	FLAGGER, NEW CASTLE COUNTY, OVERTIME	HOUR	673
819003	INSTALL OR REMOVE TRAFFIC SIGNS	EACH	1
846001	PROVIDE AND INSTALL LOOP WIRE 1-CONDUCTOR #14 AWG ENCASED IN 1/4" FLEXIBLE TUBING IN A LOOP SAWCUT	LF	345
860004	TEMPORARY MARKINGS, LATEX, 4"	LF	300
860007	TEMPORARY PAVEMENT STRIPING, LATEX, SYMBOL/LEGEND	SF	213
861001	PERMANENT PAVEMENT STRIPING, EPOXY RESIN PAINT, 6"	LF	300
862006	PERMANENT PAVEMENT STRIPING, ALKYD-THERMOPLASTIC, SYMBOL/LEGEND	SF	213
905004	INLET SEDIMENT CONTROL, DRAINAGE INLET	EACH	70
908001	TOPSOIL	TON	672
908016	PERMANENT GRASS SEEDING, SUBDIVISION	SY	4024
908020	EROSION CONTROL BLANKET MULCH	SY	4024

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