

DELDOT US 301 CORRIDOR PROJECTS

INTRODUCTION OF PROJECT

August 2015

The Delaware Department of Transportation (DelDOT) is providing information for Contractors and Suppliers that may be interested in the upcoming US 301 Corridor Contracts. DelDOT anticipates beginning to advertise for bids for these contracts in the fall of 2015.

The Corridor extends approximately 13 miles mainly on new alignment from existing US 301, near the Maryland/Delaware State line, heading in a Northeasterly direction to a tie-in with existing Delaware State Route 1 just south of the C & D Canal.

A series of seven contracts will be active concurrently to complete the corridor under an aggressive timeframe for completion. The following describes some of the major elements of the project.

The 7 contracts interface and/or overlap with each other. The contract documents include milestone dates and other requirements addressing the coordination required between the contractors for each contract. The southernmost contract also includes work within Cecil County, Maryland on both Maryland State Highway Administration maintained roads (US301) and roads maintained by Cecil County (Wilson Street, which is the name of Strawberry Lane in Maryland).

The contract documents also include information in the Prospective Bidders Notes about various issues associated with each contract. For all of the contracts, the following information is intended to be included, and the Contractor should verify the information in the actual Bid Proposal:

1. As a prequalification to submit a bid on the US 301 project, all contractors and subcontractors must certify that their company, either independently or through agreement with other organizations, is providing craft training for journeyman and apprentice levels through a bona fide program approved by and registered with the State of Delaware and/or United States Department of Labor, to comply with 29 Del C. 6962(c)(11). A form is provided that is required to be submitted with any bid for the US 301 project along with program documentation. *(See a draft of this form at the end of this Introduction Information)*
2. For protection of the threatened Northern Long-Eared Bat (NLEB), there shall be no clearing of trees between 12:01 AM on April 15 and 11:59 PM on August 30 within the limits of the 'woods line' symbol within areas of the project that have been identified as potential NLEB habitat. D

DelDOT anticipates that the potential NLEB habitat areas will be cleared under a separate Advance Clearing Contract that will be complete before April 15, 2016. The Advance Clearing Contract will only perform clearing and not grubbing and the cleared materials shall be left within the limits of the project at the locations where they are cleared and the Contractor for the US 301 mainline contracts shall be responsible for removing and properly disposing of the cleared materials with all costs included under Item 201000-Clearing and Grubbing. The Advance Clearing Contract shall cut trees 3 inches and larger in diameter at breast height (DBH) at three to four feet above the existing ground. The areas to be cleared will be identified for each of the US 301 mainline contracts.

3. The Contractor shall submit to the Department legible copies of the Bid Documentation as set forth in Section 103.09 Escrow of Bid Documentation.
4. The Contractor shall make available at least one employee to attend and represent the firm at all scheduled job progress meetings, project working group meetings or other public informational meetings as requested by the Engineer. The person attending shall be knowledgeable of current job progress, the anticipated construction schedule and any ongoing or potential construction or contract issues. Costs are incidental to Item 743000-Maintenance of Traffic.

DelDOT will also be conducting a Workshop for the general public prior to the beginning of construction. The date and location for this Public Workshop has not been determined. The Contractor is welcome to attend but is not expected to be a participant in this Public Workshop.

5. In addition to the electronic project files listed under the general notes in the construction plans, the Delaware Department of Transportation (DelDOT) will provide the contractor with a design file, in microstation .dgn format, that contains 3D feature lines for the proposed design. The 3D feature lines are for the final proposed top surface elevation only. These electronic files may only be used per the requirements for Machine Control Grading in Item 763501-Construction Engineering.

Upon request, the design file will be made available to the contractor during the bid period after the electronic file sharing release form has been signed and submitted to DelDOT by the contractor.

It is the contractor's responsibility to convert the design file to a file format that is compatible with the software used on the contractor's machine grade control equipment. It is also the contractor's responsibility to verify that the 3D information is correct after any and all software conversions. DelDOT will not be responsible for checking any of the contractor's software conversions.

There may be some areas of the project not included in the design file. It is the contractor's responsibility to review the design file and determine the limits of the project included.

New Interchanges will be constructed at Levels Road, Existing US 301/Summit Bridge Road, Jamison Corner Road, and north serving ramps only at SR 1 at the North tie-in.

The completed project will include All Electronic Toll (AET) facilities and therefore Toll Collection Buildings and Toll Booths for toll collection staff are not necessary. However, various infrastructure elements for the AET facilities are incorporated into the road contracts, including conduits, overhead structures, equipment huts and related electronics. Provisions are included in the Contracts that address the needed coordination with a separate DelDOT Toll Integrator contractor, including milestone dates for having the roadways and AET facilities complete to allow the DelDOT Toll Integrator to install and test the AET equipment.

In excess of 5 million yards of earthwork will need to be moved to construct the embankments, berms and other aspects of the projects. A majority of the material will be provided from on-site road excavations, Wetland Mitigation, Stormwater Management facilities, or other designated areas and items of work within the project Right-of-Way. Detailed Earthwork Summaries are provided in the contracts along with grading plans and conditions for working in each of the major borrow sources. More than one Contractor will occupy the same borrow source for part of the contract duration on projects 2A and 3 (see listing below). The contract documents address this issue and close coordination between the operations of the two contractors will be required. Requirements to allow information to be obtained to track the earthwork quantities generated during construction are described in the contract documents.

For the major borrow sources, Item 900501 Borrow Area Erosion and Sediment Control is applicable within the borrow source as described in the plans and special provision and it is the Contractor's responsibility to apply erosion and sediment control practices to achieve the noted goals. This item has a Lump Sum basis of payment.

Mainline paving is typically 4 lane concrete (2 lanes each direction) with tied concrete shoulders. The pavement box consists of 12 inches of concrete, over 4 inches of permeable base, over 6 inches of soil cement, over a 12 inch Borrow, Type A capping of the embankment. The specifications include payment adjustments based on finished pavement rideability.

Other payment adjustments are included in the contracts, such as for Erosion and Sediment Control performance, and Asphalt Paving Quality Control.

Cost adjustments for Asphalt Cement and Diesel Fuel may also be incorporated into the contract documents when appropriate.

A U.S. Army Corps of Engineers Section 404 Permit and other DNREC Permits have been acquired for the projects and compliance by the Contractors with the conditions of these permits is required. Compliance with all local ordinances is required, including the New Castle County Noise Ordinance. Also note than extensive Erosion and Sediment Control and Maintenance of Traffic plans and requirements are included in the contracts.

Multiple structures are included in several of the mainline contracts as shown on the contract summary chart below. The structures are typically pile supported with Mechanically Stabilized Earth (MSE) Wall abutments, concrete or steel girders (per the individual designs) and conventional cast in place concrete decks. For many of the bridges, the Contractor will have the option of bidding one of two different pile alternatives. Only one pile alternative per bridge can be submitted as part of the bid. Final surface texture will be longitudinal grooving.

US 301 Mainline Contracts Summary

DelDOT Contract Number	Federal Aid Contract Number	US 301 Contract Reference Number	Contract Limits	Structures
T200811301	NH-2015(20)	3	Maryland State Line to SR 1	- Levels Rd. over US 301 - Strawberry La. Over US 301
T200911303	NH-2015(23)	2A	Levels Rd. to Norfolk Southern RR	- Bunker Hill Rd. over US 301 - US 301 over Armstrong Corner Rd (2 ea) - US 301 over Sandy Branch Trib. (2 ea) - US 301 over Sandy Branch (2 ea) - Ramp F over Sandy Branch - US 301 over Connector Rd. (2 ea) - US 301 over Norfolk Southern RR (2 ea, Includes completing north abutments after some work done by Contract 1C) - US 301 over Summit Bridge Rd. (2 ea) - Culvert at Drawyers Tax Ditch - Ramp C over Sandy Branch
T201011301	NH-2015(25)	2B	Summit Bridge Rd. & Armstrong Corner Rd. Intersection Improvements	N/A
T200911301	NH-2015(21)	1C	Norfolk Southern RR to SR 896	- Culvert at Drawyer Creek Tributary - US 301 over Drawyer Creek (2 ea) - US 301 over Norfolk Southern RR (2 ea, some north abutment work only)

T200911308	NH-2015(24)	1A	SR 896 to SR 1	- US 301 over Scott Run Trib. (Precast arch) - Hyetts Corner Rd. over US 301 - Hyetts Corner Rd. over Scott Run - US 301 over Scott Run (2 ea) - Jamison Corner Rd. over US 301 - US 301 over SR 896 (2 ea) - US 301 Wildlife Crossing Culvert
T200911302	NH-2015(22)	1B	SR 1 Interchange	- SR 1 SB over Scott Run (widening) - US 301 NB over Scott Run - US 301 NB over SR 1
T201011302	NH-2015(26)	1D	US Route 13 & Port Penn Rd. Intersection	N/A

As shown above, Contracts 2A and 1C involve work within the right-of-way of the Norfolk Southern Railroad. A temporary railroad crossing is also proposed in Contract 2A. Specific requirements for this work as well as Maintenance of Railroad Traffic, submissions for construction and erection procedures, and coordination for railroad flaggers is included in the contract documents.

Many of the required Utility relocations are anticipated to be completed prior to the beginning of construction, however there are some locations where utility relocations by the utility companies will be occurring during construction, especially where work by the road Contractor is required in support of or in advance of the utility relocation. Utility Statements describing the status of the utility relocations will be included in the bid documents for each contract.

Critical Path Schedules are required of the Contractor for monitoring job progress and managing the contracts.

Field Offices for the Contractor and inspection staff are to be provided by the Contractor. Facilities for the Contractor are incidental to the contract. Inspection staff offices are paid on a monthly basis. See Special Provisions for details.

The surrounding communities have been involved in the development of this project for several years. The contractor will be required to conform to all local laws and ordinances, including the New Castle County noise ordinance.

Drafts of the Plans, Specifications, proposed Items/Quantities for the individual contracts and other information for the overall mainline project are provided online for review.

Prequalification for US 301 Contracts

I certify that _____ ,
Contractor/Subcontractor Company

Check One:

- Either independently or through agreement with other organizations, is providing craft training for journeyman and apprentice levels through a bona fide program approved by and registered with the State of Delaware and/or United States Department of Labor, to comply with 29 Del C.

6962(c)(11). Enclosed is a copy of the certification of this program.

- Does not have a Craft Training Program because we do not have any apprenticeable trades, as defined in the Rules and Regulations Relating to Delaware Apprenticeship and Training Law Sections 5 and 6. Enclosed is documentation from the State of Delaware and/or United States Department of Labor confirming this determination.

Name: _____

Title: _____

Date: _____