



STATE OF DELAWARE
DEPARTMENT OF TRANSPORTATION
800 BAY ROAD
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DOVER, DELAWARE 19903

NICOLE MAJESKI
SECRETARY

September 1, 2022

Mr. Doug Atkin
Delaware Division Administrator
Federal Highway Administration
1201 College Park Drive, Suite 102
Dover, DE 19904

Subject: SEP-14 reporting requirement

Dear Mr. Atkin,

DelDOT is pleased to submit our final annual report related to our SEP-14 approval of our non-traditional contracting technique, which was approved by FHWA on April 1, 2015. We are submitting the information even though direction was provided from you on June 29, 2021 that the new ID/IQ procedures will supersede the SEP-14 approval.

As previously discussed and approved, our primary measure of effectiveness is the amount of time between the completion of design and the start of construction. Our reporting period includes projects that had a design completion date between April 1, 2021 and April 1, 2022.

For all projects during the reporting period that were under the DelDOT Traffic Section's direct control, a summary of several critical dates is included in the attached table. The "hand off" date represents the official completion of design and the official transfer of a project from our Design to our Construction Section. The other dates noted in the attachment are self-explanatory.

The average time between the completion of design and beginning of construction was 35 calendar days for this year's reporting period. Over the course of our work under the SEP-14 approval, this measure has varied somewhat from year to year as shown in the table below:

<i>Year of Report</i>	<i>Design Completion Date Range</i>	<i>Average Number of Calendar Days from Design Completion to Start of Construction</i>
2016	4/1/15 – 4/1/16	32
2017	4/1/16 – 4/1/17	34
2018	4/1/17 – 4/1/18	63
2019	4/1/18 – 4/1/19	44
2020	4/1/19 – 4/1/20	37
2021	4/1/20 – 4/1/21	35
2022	4/1/21 – 4/1/22	35

Our 2018 SEP-14 annual report discussed some of the reasons why the average time from design completion to construction start increased for that reporting period. We are pleased to see that the value in this year’s report is on track with last year’s value.

Regardless, the average value even in the “worst” reporting year of 63 calendar days is still significantly faster than the fastest that a regular design-bid-build project can advance from the completion of the Plans, Specifications, and Estimate (PS&E) to construction start, under non-emergency DelDOT, Delaware, and Federal rules, which is approximately 4 months. Most projects take 6 or more months between PS&E and construction start. For the 2022 reporting period, our project with the longest duration between design completion and construction start was approximately 145 calendar days (approximately 4.5 to 5 months). However, our quickest duration was 3 calendar days between design completion and construction start.

Per the updated reporting requirements specified in your December 23, 2019 letter, please see below:

- 1. In-Depth review of the “10 worst” times between design completion and construction start. This will help better understand why some projects are taking longer and may lead to process improvements.*

Loockerman St. and Governors Ave. – Accessible Pedestrian Signal (145 days): The bulk of the delay in this project was due to material delays for the accessible pedestrian signal equipment.
US 13 N. DuPont Pkwy. & Fieldsboro Rd. – Flashing Red Arrows (143 days): The bulk of the delay was due to the subcontractors availability associated with the asphalt work.
US 40 & SR 7 - Signal Head Replacements (124 days): The bulk of the delay in this project was due to material delays for the new programmable signal heads.

<p>US 113 & Fitzgerald Rd/Johnson Rd - Flashing Red Arrows (114 days): The bulk of the delay in this project was due to material delays for the signal heads and service pedestal.</p>
<p>SR 92 & Ridge Road - Flashing Red Arrows and Turn Lane Extension (109 days): The bulk of the delay in this project were associated with updates in the design that influenced the contractor's acceptance.</p>
<p>Marsh Rd & Harvey/Grubb Rd. – Signal and Pedestrian Improvements (77 days): The bulk of the delay in this project were associated with updates in the design and potential hazmat research/inspections that occurred after start of construction.</p>
<p>US 301 Virtual Weigh Station Site Automated Brake Sensor Thermal Inspection (58 days): The bulk of the delay in this project were associated with available funding.</p>
<p>DE 4 (Market St.) & James St. - Signal Improvements (53 days): The bulk of the delay in this project were associated with the 1st contractor declining the offer and the next low bid contractor accepting the project.</p>
<p>Camp Arrowhead Road – Rectangular Rapid Flashing Beacons & Curve Flasher (47 days): The bulk of the delay in this project was due to material delays for the new rectangular rapid flashing beacon.</p>
<p>SR 24, Millsboro - DCR Railroad Crossing Improvements (44 days): The bulk of the delay in this project was due to material delays for the new railroad cabinet.</p>
<p>Town of Hartly - Emergency Fire Signal Removal (44 days): The bulk of the delay in this project were associated with the 1st contractor declining the offer and the next low bid contractor accepting the project.</p>

2. ***Report on the number of projects that were not awarded to the low-cost contractor and the reasons why.***

Five projects were declined by the low-cost contractor and assigned to the second lowest-cost contractor due to their active workload, schedule, or decision to decline the project.

3. ***Lessons Learned:***

A. Material delays were a big part in the delays outlined above. Our contractor and sole source vendors experienced shutdowns, employment issues, and material shortage associated with the national pandemic. However, these delays are still occurring with the national pandemic subsiding. We are continuing to brainstorm and discuss internal coordination that could allow material to be ordered in advance to help reduce delays we

experienced this past year.

- B. This past year we initiated a pilot effort for seven Capital Transportation projects (listed below) by shifting responsibilities for the traffic signal work. Typically, the Project's prime contractor constructs all the underground signal infrastructure while Traffic's Signal Construction contractor is issued Notice to Proceed for the above ground signal work for capital projects. The pilot effort shifted the responsibilities of the above ground signal work directly under the prime contractor awarded the referenced project. The pilot effort will be used to judge/determine if the method can permanently occur for all capital projects in the future.
- a. T201606112 – Old Baltimore Pike/Main Street
 - b. T201604110 - SR 273 and Chapman Road Intersection Improvements
 - c. T201801501 - Delaware Avenue Separated Bikeway - Orchard Road to Library Avenue
 - d. T201500201 - HEP KC, SR 8 & SR 15 Intersection Improvements
 - e. T200711201 - HSIP SR 24 at Mount Joy Road and SR 24 at Bay Farm Road Intersection Improvements
 - f. T201500301 - HEP Sussex County, SR 1 and SR 16 Grade Separated Intersection
 - g. T201200902 - HSIP SC, SR 24 at Camp Arrow Head Road and SR 24 at Angola Road

Our results after seven years of implementation clearly show the benefits of this innovative project delivery method. We strongly believe this method epitomizes FHWA's Everyday Counts initiative. Furthermore, this method is fully institutionalized into DelDOT's ID/IQ project delivery process. However, we believe making minor modifications to DelDOT's Procedures for Federally Funded Indefinite Delivery/Indefinite Quantity Construction Projects could help construction schedules and material delays. At the moment, we are coordinating with our Finance Division now regarding the modifications but hope to have proposed revisions for your review shortly.

Lastly, this letter is our final correspondence associated with SEP-14 efforts due to the newly established ID/IQ procedures. Please let me know if you have any final questions or comments regarding the effort.

Sincerely,



Peter Haag, P.E., PTOE
Chief of Traffic Engineering
Division of Transportation Solutions

SEP-14 reporting requirement

September 1, 2022

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Enclosures

cc: Daniel Montag, Federal Highway Administration
LaTonya Gilliam, Federal Highway Administration
Shanté Hastings, DelDOT, Deputy Secretary / Chief Engineer
Mark Luszcz, DelDOT, Deputy Director (Design), Division of Transportation Solutions
Don Weber, DelDOT, Deputy Director (Operations), Division of Transportation Solutions
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Nick Mogle, DelDOT Transportation Systems Specialist
Mike Havel, DelDOT Traffic Operations Manager

Delaware Department of Transportation

Traffic Signal Construction

Hand Off to Construction Start - Report

Proceed No.	Project No.	Project Description	Hand Off Date	Start of Const.	Calendar Days - Hand Off to Construction Start
1558	T201908701	Camp Arrowhead RRFB & Curve Flasher	4/07/2021	5/24/2021	47
1559	T202104701	SR 6 (Woodland Beach Road) Flood Warning System	5/07/2021	5/20/2021	13
1561	T201606111.1	202 & Murphy Signal Head & Cable Replacement	7/12/2021	7/15/2021	3
1563	T200308302.2	SR 41 & Graves RD. RSA/WF Upgrades	7/14/2021	7/23/2021	9
1564	T202204001	Sweetbriar Rd. @ Georgetown-Lewes Trail RRFB	7/16/2021	7/28/2021	12
1567	T201900401.8	N. Washington St. & W. 34th St. Signal Rebuild	7/26/2021	8/05/2021	10
1568	T201869007	US 301 VWS Site Automated Brake Sensor	7/06/2021	9/02/2021	58
1569	T202204001.1	US 40 & LaGrange RSA/WF Flashers	8/02/2021	8/16/2021	14
1571	T202000401.3	Harmony Rd. @ SR 2 Lighting	8/10/2021	8/20/2021	10
1572	T202000505	Patriots Way DCR RR Crossing Improvements	8/11/2021	8/24/2021	13
1573	T202000506	Vandyke Greenspring Rd. DCR RR Crossing Monitoring	8/11/2021	8/31/2021	20
1574	T201500514.2	SR 24 Millsboro DCR RR Crossing Improvements	8/11/2021	9/24/2021	44
1576	T202208302	SR 2 & Clifton Ave. FRA	8/25/2021	9/14/2021	20
1577	T202000401.4	US 113 @ Deer Forest Rd./E Redden Rd.	9/02/2021	9/20/2021	18
1578	T202000401.5	US 13 @ Bacon Ave./Boulden Blvd	9/03/2021	9/24/2021	21
1579	T202204304	Sweetbriar RD @ Sussex Consortium School Flasher	9/09/2021	9/17/2021	8
1580	T202208306	DE 896 (Summit Bridge Rd) & DE 71 (Red Lion Rd)	9/09/2021	9/17/2021	8
1581	T202204001.2	Commons Blvd. @ Reads Way Signal Improvements	9/13/2021	10/01/2021	18
1582	T202204001.3	Silverside RD & Sorrel DR/Greendale RD RRFB	9/13/2021	10/06/2021	23
1585	T202204001.4	SR 896 & Four Seasons/Old Cooches Bridge Lighting	9/15/2021	10/01/2021	16
1586	T202209802	POW/MIA Parkway & Wyoming Mill Spur RRFB	9/15/2021	10/04/2021	19
1587	T202208306.1	US 13 @ Big Oak Rd/Brenford RD (RSAWF)	9/22/2021	10/01/2021	9
1588	T202208305	I-495 SB/NB WIM 8004 Rebuild	9/22/2021	11/01/2021	40
1589	T202208305.1	I-95 SB/NB WIM 81042 NEW	9/22/2021	10/25/2021	33
1590	T202209805	US 40 & Frazer Rd. (Cascades)	9/23/2021	10/20/2021	27
1591	T202000401.6	US 13 & E. Loockerman St.	9/24/2021	10/18/2021	24
1594	T202204001.5	SR 7, Skyline Drive to New Linden Hill RD Lighting	10/06/2021	11/03/2021	28
1595	T202204001.6	US 13 & SR 71 (Red Lion RD) Signal Rebuild	10/18/2021	10/28/2021	10
1596	T202000401.7	US 13 & Scarborough RD/SR 1 Ramps Signal Rebuild	10/19/2021	11/16/2021	28
1598	T202204001.8	US 40 Pulaski Highway Lighting Pleasant Valley Rd to LaGrange	10/21/2021	11/22/2021	32
1599	T202204001.9	SR 1 Median Safety treatments (Town of Dewey)	10/22/2021	11/04/2021	13
1600	T202004702	Dilemma Zone Deployment	10/21/2021	11/29/2021	39
1603	T202100505.1	Newport Gap Pike, WWRR Crossing Improvements	11/02/2021	11/18/2021	16
1604	T202104001.19	US 13 N. DuPont Pkwy. & Fieldsboro Rd. FRA	11/02/2021	3/25/2022	143
1605	T201800402.10	E. 4th Street & N. Church Street Signal Rebuild	11/05/2021	12/15/2021	40
1606	T202104002.1	DE 4 (Market St.) & James St	11/05/2021	12/28/2021	53
1607	T201804002.11	US 40 & SR 7 Signal Head Replacements	11/24/2021	3/28/2022	124
1608	T202208302.1	US 113 & Fitzgerald Rd/Johnson RD - FRA	12/01/2021	3/25/2022	114
1609	T202204001.10	Marsh Rd & Harvey/Grubb Rd. Ped/Signal Improvements	12/09/2021	2/24/2022	77
1611	T202204001.11	Marsh Rd. & Wilson Rd./Veale Rd. Signal Improvements	12/14/2021	1/24/2022	41
1612	T202120001	Town of Hartly Emergency Fire Signal Removal	12/15/2021	1/28/2022	44
1614	T202204001.12	SR 92 & Ridge Road FRA & Turn Lane Extension	12/06/2021	3/25/2022	109
1615	T202204001.13	Kings Hwy & Gills Neck Rd	12/22/2021	1/31/2022	40
1618	T202204001.14	Casho Mill RD. & CSX RR Bridge	1/20/2022	2/04/2022	15
1619	T202208302.2	US 13 & Jackson Ditch Rd. FRA	1/20/2022	2/07/2022	18
1620	T202204701	US 13 & 54 /CCTV & Wavetronix	1/26/2022	2/15/2022	20
1621	T202204001.15	Loockerman St. & Governors Ave. APS Installation	2/04/2022	6/29/2022	145
1622	T202204001.16	SR 299 Middletown Warwick Rd & SR 15 Levels Rd. FRA	2/07/2022	3/01/2022	22
1626	T202100601	SR 2 & Tamarack Ave. Mast Arm Replacement	2/18/2022	3/18/2022	28
1627	T202208302.3	SR 273 & SR 141 (Basin Rd.)	2/18/2022	3/28/2022	38
1629	T202208302.4	SR/4 & SR/7 Stanton Christiana Rd FRA Installation	3/09/2022	3/30/2022	21
1630	T202000402	SR 896 & Welsh Tract Rd. Roadway Lighting	3/14/2022	3/31/2022	17