



PWLUD Committee Meeting
September 11th, 2026 @ 2:00 pm
VIA Conference Call & Town Hall
141 Main St, Townsend, DE 19734

2:00pm PWLUD Committee Meeting

- I. Call to Order:
- II. Opening Ceremonies
 - a. Roll Call:
 - b. Pledge of Allegiance:
 - c. Recognition of Visitors:
 - d. Announcements:
- III. Citizens Comments & Participation
- IV. Adoption of Agenda.
- V. Approval/Rejection of Meeting Minutes.
 - a. **ACTION ITEM:** Approval/Rejection of PWLUD Committee Meeting Minutes from the January 8th, 2026 Committee Meeting.
 - b. **ACTION ITEM:** Approval/Rejection of PWLUD Committee Meeting Minutes from the March 20th, 2026 Committee Meeting.
- VI. ACTION ITEM: Discussion and review of reprioritized W/O's for Park repairs and improvements.
- VII. ACTION ITEM: Discussion and Review of Park Lighting Project.
- VIII. ACTION ITEM: Discussion and Review of Town Sidewalk replacement project and Progress.
- IX. ACTION ITEM: Discussion and Scoring of Proposals received from the Road Repaving RFP.
- X. ACTION ITEM: Discussion and Review of GAP Analysis reports.
- XI. ACTION ITEM: Discussion and review of Deldot Study on intersection within Town.
- XII. ACTION ITEM: Discussion and review of PW Building Progress and next steps.
- XIII. Ongoing Business Updates.
- XIV. Discussion of future agenda items.
- XV. Discussion regarding next meeting dates.
- XVI. Adjournment.

Committee Meetings will be held both in person and in a virtual format.

Those wishing to attend virtually may dial **1(301)715-8592**. When directed, provide following meeting ID **827- 6421-7575#** and then the following password **361631#** to enter the meeting. If you choose to access the meeting online click the following link:
<https://us02web.zoom.us/j/82764217575?pwd=aHI4RDhTZ0xjME1HV0ZOcHRxSHZ3QT09>

Residents will be able to view documents posted to the meeting tab on the Town website at <https://townsend.delaware.gov> or by joining the meeting via computer.

July Park Inspection- Work Orders

Work Order ID	Title	Created at	Costs for Repairs	Notes:	Prioritize based on:
255019	remove vulgarity on large pavilion ceiling	07.27.2026 05:51 PM		0 Pressure wash location From original install - Part of a ceiling pressure	#1- Safety
255018	remove boot prints from ceiling	07.27.2026 05:50 PM		0 wash project Slight damage due to burn, bubbling, and some melting - Part of park beautification	#2- Material Condition
255015	large pavilion- burn on 1st table on right	07.27.2026 05:48 PM		Known - Part of park beautification	#3- Esthetic
255012	pavilion 5 table needs replaced/repared	07.27.2026 05:47 PM		Known - Part of park beautification	
255009	pavilion 4 table needs repaired/replaced	07.27.2026 05:46 PM		Known - Part of park beautification	
255007	pavilion 2- drawings removed from ceiling	07.27.2026 05:45 PM		0 PW - Pressure wash	
255004	pavilion 3 foundation crack- tripping hazard	07.27.2026 05:44 PM	Unknown	Concrete pad has cracked fully. PW - Lids should be replaced - However, recepticals should also be replaced due to deteriorated and damaged condition	
254995	trash lids (3) need replaced- cracked	07.27.2026 05:40 PM	\$130-\$300	Assistance needed to replace. Tempory up- 0 lighting has been put in place to illuminate flag	
254994	solar light replaced on flag pole	07.27.2026 05:38 PM		Security covers that have broken. Can be 0 replaced, but have not compromised function	
254981	3 outlet covers missing at large gazebo	07.27.2026 05:32 PM		0 Sand and paint	
254979	research rust remediation at park for multiple areas	07.27.2026 05:30 PM		Crank located. It stays in PW possession to keep 0 from misuse	
254976	ahnd crack missing on net on pickleball court	07.27.2026 05:27 PM		PW to clean - 4% Sodium Hypochlorite (bleach) and water with a deck brush / stiff brissel brush. Low pressure and high volume water	
254974	research mildew removal for pickleball court	07.27.2026 05:26 PM	\$30-\$50	0 PW will continue monitor	
254971	large play area- red seat showing wear and tear	07.27.2026 05:25 PM		PW will re-seal. This play feature has been "repaired" in the past and will need to be 0 replaced in the near future	
254961	Alligator bouncy crack re-opened	07.27.2026 05:20 PM		PW inspected - Play feature is secure weld	
254959	Broken weld on up right of swing set	07.27.2026 05:17 PM		0 appears to be superficial	

TOWN OF TOWNSEND ROAD REPAVING
BID DATE: AUGUST 31, 2026
GRASS BUSTERS LANDSCAPING CO., INC.

Taylor Street: Full Roadway Limits within Project Area

Item	Unit	Quantity	Unit Price	Total
Mobilization	LS	1	\$ 3,600.00	\$ 3,600.00
Traffic Control	LS	1	\$ 3,600.00	\$ 3,600.00
Milling Existing Asphalt	SY	1719.8	\$ 2.80	\$ 4,815.44
Tack Coat	SY	1719.8	\$ 0.25	\$ 429.95
Asphalt Overlay (2)	TON	148.27	\$ 125.00	\$ 18,533.75
Utility Adjustments*	EA	EST	\$ 1,000.00	\$ 0
Pavement Markings	LS	1	\$ 700.00	\$ 700.00
Cleanup	LS	1	\$ 1,500.00	\$ 1,500.00
TOTAL:				\$ 33,179.14

* If Used

Hugh Circle: Full Roadway Limits within Project Area

Item	Unit	Quantity	Unit Price	Total
Mobilization	LS	1	\$ 3,600.00	\$ 3,600.00
Traffic Control	LS	1	\$ 3,600.00	\$ 3,600.00
Milling Existing Asphalt	SY	3251.1	\$ 2.80	\$ 9,103.08
Tack Coat	SY	3251.1	\$ 0.20	\$ 650.22
Asphalt Overlay (2)	TON	280.27	\$ 125.00	\$ 35,033.75
Utility Adjustments*	EA	EST	\$ 1,000.00	\$ 0
Pavement Markings	LS	1	\$ 700.00	\$ 700.00
Cleanup	LS	1	\$ 1,500.00	\$ 1,500.00
TOTAL:				\$ 54,187.05

*If Used

Merle Street: Full Roadway Limits within Project Area				
Item	Unit	Quantity	Unit Price	Total
Mobilization	LS	1	\$ 3,600.00	\$ 3,600.00
Traffic Control	LS	1	\$ 3,600.00	\$ 3,600.00
Milling Existing Asphalt	SY	875.8	\$ 2.80	\$ 2,452.24
Tack Coat	SY	875.8	\$ 0.25	\$ 218.95
Asphalt Overlay (2)	TON	75.51	\$ 155.00	\$ 11,704.05
Utility Adjustments*	EA	EST	\$ 1,000.00	\$ 0
Pavement Markings	LS	1	\$ 700.00	\$ 700.00
Cleanup	LS	1	\$ 1,500.00	\$ 1,500.00
TOTAL:				\$ 23,775.24

*If Used

Helen Drive: Kaitlyn Drive to Edgar Road				
Item	Unit	Quantity	Unit Price	Total
Mobilization	LS	1	\$ 3,600.00	\$ 3,600.00
Traffic Control	LS	1	\$ 3,600.00	\$ 3,600.00
Milling Existing Asphalt	SY	3342.2	\$ 2.80	\$ 9,358.16
Tack Coat	SY	3342.2	\$ 0.20	\$ 668.44
Asphalt Overlay (2)	TON	288.12	\$ 125.00	\$ 36,015.00
Utility Adjustments*	EA	EST	\$ 1,000.00	\$0
Pavement Markings	LS	1	\$ 1,000.00	\$ 1,000.00
Cleanup	LS	1	\$ 1,500.00	\$ 1,500.00
TOTAL:				\$ 55,741.60

*If Used

N. Commerce Street: Full Roadway Limits within Project Area				
Item	Unit	Quantity	Unit Price	Total
Mobilization	LS	1	\$ 3,600.00	\$ 3,600.00
Traffic Control	LS	1	\$ 3,600.00	\$ 3,600.00
Milling Existing Asphalt	SY	1,491.39	\$ 2.80	\$ 4,147.89
Tack Coat	SY	1,491.39	\$ 0.20	\$ 296.27
Asphalt Overlay (2)	TON	128.57	\$ 125.00	\$ 16,071.25
Utility Adjustments*	EA	EST	\$ 1,000.00	\$0
Pavement Markings	LS	1	\$ 1,000.00	\$ 1,000.00
Base Repair - 4"	SY	311	\$ 40.00	\$ 12,440.00
Cleanup	LS	1	\$ 1,500.00	\$ 1,500.00
TOTAL:				\$ 42,655.41

*If Used

TOTAL BID:

\$209,538.44

Note: 5% discount for award of all five locations

GRASS BUSTERS LANDSCAPING CO.

935 Rahway Drive, Newark, DE 19711

Phone: 302-292-1166 Fax: 302-292-1197

Equal Opportunity Employer

Concrete-Masonry-Sitework-Underground Utility

PROJECT REFERENCES

- **City of Newark**

Contact: Aaron Mueller, Inspector of Public Works

(302) 740-2837

- Various street improvement programs, milling and paving roadways, curbs, sidewalk and ADA ramps.

- **Delaware Department of Transportation – North District**

Contact: Brian Locke, Project Engineer

(302) 382-0685

- Various DelDOT Pavement & Rehabilitation projects; currently contracted on Pavement & Rehabilitation North II (New Castle County)

- **Delaware Department of Transportation – North District**

Contact: Melissa Feldmann, New Castle County Program Manager

(302) 326-4695

- Various past DelDOT Subdivision Paving and Community Transportation projects; currently contracted on Subdivision Paving VI and VII, 2026 (New Castle County)

- **Delaware Department of Transportation – North District**

Contact: Tim Hackett, CTF Manager/Estimator, New Castle County

- Various past DelDOT Subdivision Paving and Community Transportation projects; currently contracted on Subdivision Paving VI and VII, 2026 (New Castle County)

- **City of Dover 2026 Street and Alley Program – Paving and Concrete**

Contact: Paul Thompson, Construction Manager

(302) 736-7029

- **Completed Projects:**

- DelDOT Subdivision Paving New Castle County III, 2025
- DelDOT Subdivision Paving New Castle County IV, 2025
- DelDOT Subdivision Paving New Castle County V, 2025
- DelDOT Subdivision Paving New Castle County VI, 2025

Grass Busters Landscaping Co., Inc.

Contacts:

Thomas Heou, Owner

tkheou@gmail.com

(703) 953-0803 - Cell

Shelly Gibbons, General Manager

shellyg@gblinc.net

(302) 292-1166

(302) 685-0970 - Cell

STATE OF DELAWARE

Department of Finance Division of Revenue

ACTIVE BUSINESS LICENSE

1995110743



2028

EFFECTIVE
01/01/2026 - 12/31/2028

ISSUED TO
GRASS BUSTERS LANDSCAPING CO
935 RAHWAY DR
NEWARK DE 19711-2687

LOCATION
GRASS BUSTERS LANDSCAPING CO
935 RAHWAY DR
NEWARK, DE 19711-2687

TRADE, BUSINESS, OR
PROFESSIONAL ACTIVITY
RESIDENT CONTRACTOR

Is hereby licensed to practice, conduct, or engage in the occupation or business activity indicated above in accordance with the license application duly filed pursuant to Title 30, Delaware Code.

ISSUED: 01/05/2026
FEE PAID: \$225.00

POST CONSPICUOUSLY - NOT TRANSFERABLE



Certificate Number:

DE-2021-000000286

Valid for both Private and Public Work



Registration Date:

07/07/2021

Expiration Date:

07/07/2028

State of Delaware

Department of Labor

Office of Contractor Registration

Delaware Contractor Registration Act

Pursuant to 82 Del. Laws, c. 291, § 2; §3604. Registration required [Effective upon fulfillment of 82 Del. Laws, c. 168, § 6, as amended by 82 Del. Laws, c. 291, § 2] of the Contractor Registration Act. This certificate is required under this chapter before performing construction services or maintenance.

GRASS BUSTERS LANDSCAPING

Valid for both Private and Public Work

Responsible Representative(s)

Richard A Crouse

Karryl D. Hubbard

Karryl D. Hubbard

Secretary of the Delaware Department of Labor

Non Transferable

*This Certificate may not be transferred or assigned
and may be suspended or revoked by the
Secretary of the Delaware Department of Labor*

Green Paving & Excavating, Inc.

“TAYLOR STREET MILLING AND OVERLAY PROJECT RFP”

TOWN OF TOWNSEND, DE
ATTN: JULIE GOODYEAR, TOWN MANAGER

MILLING & OVERLAY PROJECT RFP:
TAYLOR STREET
HUGH CIRCLE
MERLE STREET
HELEN DRIVE
N. COMMERCE STREET

Green Paving & Excavating, Inc.

A

Green Paving & Excavating, Inc.

"Taylor Street Milling and Overlay Project RFP"

Town of Townsend, DE

Paving Bid Proposal: Taylor St., Hugh Cir., Merle St., Helen Dr., N. Commerce St.

Submitted by:

Steve Green

Green Paving & Excavating, Inc.

684 Vandyke Greenspring Road

Townsend, DE 19734

Tel: (302)378-2965

Email: greenpaving@aol.com

I. BID PROPOSAL

To: Town of Townsend

Julie Goodyear, Town Manager

141 Main Street, Townsend, DE 19734

II. SCOPE OF WORK

A. Mobilization

Contractor shall mobilize all labor and equipment, provide all required permits (if any), and coordinate a construction schedule with the Town.

B. Traffic Control

Contractor shall provide all traffic control devices in accordance with DelDOT standards, MUTCD requirements, and Delaware Work Zone Safety Standards. Contractor shall coordinate all work with the Town and maintain safe access for residents, businesses, emergency vehicles, and other authorized users throughout construction.

C. Milling

Mill the existing asphalt pavement to a depth of 2", and remove all milled material. Contractor shall clean the roadway prior to paving, protect utility castings, and maintain proper drainage.

D. Tack Coat

Apply tack coat prior to paving in accordance with DelDOT specifications.

E. Asphalt Overlay

Install a new asphalt overlay at a thickness of 2", ensuring proper compaction, a smooth riding surface, uniform pavement thickness, and proper transitions at driveways and intersections.

F. Utility Adjustments

Adjust all utility castings, including manholes, valve boxes and inlets. Contractor

Green Paving & Excavating, Inc.

shall not be responsible for relocating existing utilities.

G. Pavement Markings

Contractor shall replace any pavement striping or markings disturbed during construction.

H. Cleanup

Upon completion, Contractor shall remove all debris, sweep the roadway, restore any disturbed areas, and remove traffic control devices.

III. MATERIALS

All materials shall be new and suitable for the intended application, and shall comply with DelDOT specifications.

IV. PROJECT SCHEDULE

Upon receipt of the Town's Notice to Proceed, the Contractor shall coordinate a construction schedule to be completed within thirty (30) calendar days.

V. PROJECT DURATION

Contractor estimates that the work may be completed in thirty (30) days, weather permitting.

VI. INSURANCE

Prior to commencement of work, Contractor shall provide certificates of insurance demonstrating the following insurance limits:

- A. General Liability: Minimum \$1,000,000 per occurrence
- B. Automobile Liability: Minimum \$1,000,000
- C. Workers Compensation: As required by Delaware Code

The Town of Townsend shall be named as an additional insured on the above referenced certificates. Town of Townsend to carry fire, tornado and other necessary insurance.

VII. CHANGE ORDERS

All work shall conform to DelDOT specifications with regard to the adjustment of unit pricing for bituminous materials. The Town may withdraw or reduce the quantity of any item or terminate or reduce the scope of the contract:

- A. If the unit cost of any item covered by these escalator provisions is increased by more than 10% above the base price; or
- B. If, because of an increase in the unit cost of one or more items covered by these escalator provisions, the total estimated cost of the contract is increased by more than 10% above the base price.

Any alteration or deviation from the specifications contained herein involving extra costs will be executed only upon written orders, and will become an extra charge over and

Green Paving & Excavating, Inc.

above the estimate. Any changes to the scope of work shall be authorized in writing by the Town and agreed to by the Contractor. No additional work shall be performed with the expectation of additional compensation unless approved in written agreement by both parties.

VIII. NOTIFICATIONS

Town shall be responsible for any notifications to businesses and residents in the affected area(s).

IX. PREVAILING WAGE

The prices contained in this proposal are based upon the Contractor's standard labor rates and are not based upon prevailing wage rates. The Bidder has prepared this proposal based on the labor, material, equipment, and other requirements known and reasonably anticipated at the time of bidding. If prevailing wage requirements are imposed or determined to apply after submission of this bid and were not included in the original documents, the Contractor reserves the right to request an equitable adjustment to the contract price and/or contract time to account for the resulting increase in labor costs, payroll administration, reporting, bonding, insurance, or other directly related expenses.

X. WARRANTY

Contractor shall perform the work outlined in the document titled, ***Town of Townsend Request for Proposals (RFP) Road Repaving*** issued August 5, 2026, and due August 31, 2026, ("Bid Packet") in a manner consistent with that degree of professional skill, care, and diligence shown by a professional performing those services of a comparable scope, purpose, and magnitude customarily provided in the performance of such services. The Contractor warrants the work performed pursuant to the Bid Packet against defective workmanship and materials for a period of one (1) year from the date of final completion, and that those materials and equipment furnished under the Bid Packet not be construed as a period of limitation for the Town to file a claim based on the Bid Packet, and all statutes of limitations shall be unaffected by the guarantee.

Note that any area to be paved with less than 2% slope cannot be guaranteed against the possibility of small areas of pooling. However, all precautions will be taken. Contractor is not responsible for any damage to new blacktop paving due to asphalt abuse, such as power steering marks from trucks, trailer tandems, forklifts, or other heavy equipment.

XI. CONTRACTOR REFERENCES

- A. Municipality: Town of Smyrna, DE
Contact: Jason McNatt, Assistant Town Manager
Phone: (302)450-2781
Projects: Belmont Avenue, Golden Plover Drive, Kent Way, South East Street
- B. Municipality: Town of Clayton, DE
Contact: David Ross
Phone: (302)508-2714
Project: Public Works Parking Lot

Green Paving & Excavating, Inc.

XI. CONTRACTOR CERTIFICATION

The undersigned Contractor hereby submits this proposal to furnish all labor, materials, equipment, supervision, transportation, traffic control, and incidentals necessary to complete the paving improvements described in the document titled, *Town of Townsend Request for Proposals (RFP) Road Repaving* (also referred to as "Taylor Street Milling and Overlay Project RFP") issued August 5, 2026, and due August 31, 2026. Contractor acknowledges that the work shall be performed in accordance with all applicable Town requirements, as well as state and federal laws.

All agreements contingent upon strikes, accidents, or delays beyond our control. If work has not commenced within thirty (30) days of the acceptance of this proposal, then pricing is subject to change.

XII. BIDDER SIGNATURE

I certify that I am authorized to submit this bid on behalf of the Contractor, Green Paving & Excavating, Inc.


Steve Green, Vice President

8-31-26
Date

XIII. MUNICIPAL ACCEPTANCE

I certify that I am authorized to accept this proposal on behalf of the Town of Townsend, Delaware. This acceptance is subject to the execution of a formal contract and all required approvals.

Town of Townsend, Authorized Representative, PRINTED NAME & TITLE

Town of Townsend, Authorized Representative, SIGNATURE

Date

Green Paving & Excavating, Inc.

B

Green Paving & Excavating, Inc.

PROJECT: Milling & Overlay Project
Taylor Street, Hugh Circle, Merle Street, Helen Drive, N. Commerce Street
Town of Townsend, DE

Green Paving & Excavating, Inc. hereby affirms that it shall deliver all necessary supervision, labor, materials, and equipment to successfully complete the aforesaid road restoration project in accordance with the conditions, terms and specifications set forth in the preceding pages A-1 thru A-4 of this document.

Green Paving & Excavating, Inc. agrees and affirms that it shall substantially complete the aforesaid project in conformance with all terms, conditions, and specifications for the project in accordance with Section IV. Project Schedule outlined on page 2 of this document.

Date of Bid: 8-31-26

Total Bid Amount: \$295,596.84 (Two Hundred Ninety Five Thousand, Five Hundred Ninety Six and 84/100 Dollars)

- ☐ Taylor Street \$49,522.00
- ☐ Hugh Circle \$77,918.44
- ☐ Merle Street \$35,691.00
- ☐ Helen Drive \$72,248.90
- ☐ N. Commerce Street \$60,216.50

Name of Contractor: Green Paving & Excavating, Inc.
684 Vandyke Greenspring Road, Townsend, DE 19734
Telephone: (302)378-2965
Facsimile: (302)653-4996
Email: greenpaving@aol.com

PRESENTED BY:

Steve Green
Steve Green, Vice President, Green Paving & Excavating, Inc.

8-31-26
Date

ACCEPTED BY:

Authorized Representative, Town of Townsend, DE

Date

Town of Townsend: Taylor Street Milling & Overlay Project

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684 Vandyke Greenspring Road, Townsend, DE 19734
Tel: (302)378-2965 * Email: greenpaving@aol.com

Green Paving & Excavating, Inc.

BID SCHEDULE

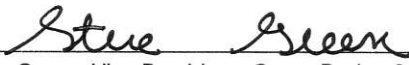
Itemized Cost Proposal, TAYLOR STREET:

Item	Unit	Qty	Unit Price	Total
Mobilization	LS	1	\$2,995.00	\$2,995.00
Traffic Control	LS	1	\$4,500.00	\$4,500.00
Milling Existing Asphalt	SY	1,740	\$5.65	\$9,831.00
Tack Coat	SY	1,740	\$1.25	\$2,175.00
Asphalt Overlay (2")	TON	195	\$147.80	\$28,821.00
Utility Adjustments	EA	N/A	N/A	N/A
Pavement Markings	LS	N/A	N/A	N/A
Cleanup	LS	1	\$1,200.00	\$1,200.00

TAYLOR STREET

Total Base Bid: \$49,522.00

PRESENTED BY:


Steve Green, Vice President, Green Paving & Excavating, Inc.

8-31-26
Date

ACCEPTED BY:

Authorized Representative, Town of Townsend, DE

Date

Green Paving & Excavating, Inc.

BID SCHEDULE

Itemized Cost Proposal, HUGH CIRCLE:

Item	Unit	Qty	Unit Price	Total
Mobilization	LS	1	\$2,995.00	\$2,995.00
Traffic Control	LS	1	\$7,500.00	\$7,500.00
Milling Existing Asphalt	SY	3,343	\$4.30	\$14,374.90
Tack Coat	SY	3,343	\$1.25	\$4,178.75
Asphalt Overlay (2")	TON	371	\$128.49	\$47,669.79
Utility Adjustments	EA	N/A	N/A	N/A
Pavement Markings	LS	N/A	N/A	NA
Cleanup	LS	1	\$1,200.00	\$1,200.00

HUGH CIRCLE

Total Base Bid: \$77,918.44*

*Additional partial depth base repair up to 4" patching shall be provided, if and where directed, at a rate of \$65.33 per square yard, requiring a minimum of 150 square yards.

PRESENTED BY:


Steve Green, Vice President, Green Paving & Excavating, Inc.

8-31-26
Date

ACCEPTED BY:

Authorized Representative, Town of Townsend, DE

Date

Green Paving & Excavating, Inc.

BID SCHEDULE

Itemized Cost Proposal, MERLE STREET:

Item	Unit	Qty	Unit Price	Total
Mobilization	LS	1	\$2,995.00	\$2,995.00
Traffic Control	LS	1	\$3,200.00	\$3,200.00
Milling Existing Asphalt	SY	760	\$12.30	\$9,348.00
Tack Coat	SY	760	\$3.10	\$2,356.00
Asphalt Overlay (2")	TON	85	\$195.20	\$16,592.00
Utility Adjustments	EA	N/A	N/A	N/A
Pavement Markings	LS	N/A	N/A	N/A
Cleanup	LS	1	\$1,200.00	\$1,200.00

MERLE STREET

Total Base Bid: \$35,691.00*

*Additional partial depth base repair up to 4" patching shall be provided, if and where directed, at a rate of \$65.33 per square yard, requiring a minimum of 150 square yards.

PRESENTED BY:

Steve Green
Steve Green, Vice President, Green Paving & Excavating, Inc.

8-31-26
Date

ACCEPTED BY:

Authorized Representative, Town of Townsend, DE

Date

Green Paving & Excavating, Inc.

BID SCHEDULE

Itemized Cost Proposal, HELEN DRIVE:

Item	Unit	Qty	Unit Price	Total
Mobilization	LS	1	\$2,995.00	\$2,995.00
Traffic Control	LS	1	\$7,500.00	\$7,500.00
Milling Existing Asphalt	SY	3,168	\$4.30	\$13,622.40
Tack Coat	SY	3,168	\$1.25	\$3,960.00
Asphalt Overlay (2")	TON	350	\$128.49	\$44,971.50
Utility Adjustments	EA	N/A	N/A	N/A
Pavement Markings	LS	N/A	N/A	N/A
Cleanup	LS	1	\$1,200.00	\$1,200.00

HELEN DRIVE

Total Base Bid: \$72,248.90*

*Additional partial depth base repair up to 4" patching shall be provided, if and where directed, at a rate of \$65.33 per square yard, requiring a minimum of 150 square yards.

PRESENTED BY:

Steve Green
Steve Green, Vice President, Green Paving & Excavating, Inc.

8-31-26
Date

ACCEPTED BY:

Authorized Representative, Town of Townsend, DE

Date

Green Paving & Excavating, Inc.

BID SCHEDULE

Itemized Cost Proposal, N. COMMERCE STREET:

Item	Unit	Qty	Unit Price	Total
Mobilization	LS	1	\$2,995.00	\$2,995.00
Traffic Control	LS	1	\$6,000.00	\$6,000.00
Milling Existing Asphalt	SY	2,009	\$5.65	\$11,350.85
Tack Coat	SY	2,009	\$1.25	\$2,511.25
Asphalt Overlay (2")	TON	223	\$147.80	\$32,959.40
Utility Adjustments	EA	N/A	N/A	N/A
Pavement Markings	LS	1	\$3,200.00	\$3,200.00
Cleanup	LS	1	\$1,200.00	\$1,200.00

N. COMMERCE ST.

Total Base Bid: \$60,216.50*

*Additional partial depth base repair up to 4" patching shall be provided, if and where directed, at a rate of \$65.33 per square yard, requiring a minimum of 150 square yards.

PRESENTED BY:

Steve Green
Steve Green, Vice President, Green Paving & Excavating, Inc.

8-31-26
Date

ACCEPTED BY:

Authorized Representative, Town of Townsend, DE

Date



CERTIFICATE OF LIABILITY INSURANCE

DATE (MM/DD/YYYY)

08/27/2026

THIS CERTIFICATE IS ISSUED AS A MATTER OF INFORMATION ONLY AND CONFERS NO RIGHTS UPON THE CERTIFICATE HOLDER. THIS CERTIFICATE DOES NOT AFFIRMATIVELY OR NEGATIVELY AMEND, EXTEND OR ALTER THE COVERAGE AFFORDED BY THE POLICIES BELOW. THIS CERTIFICATE OF INSURANCE DOES NOT CONSTITUTE A CONTRACT BETWEEN THE ISSUING INSURER(S), AUTHORIZED REPRESENTATIVE OR PRODUCER, AND THE CERTIFICATE HOLDER.

IMPORTANT: If the certificate holder is an **ADDITIONAL INSURED**, the policy(ies) must have **ADDITIONAL INSURED** provisions or be endorsed. If **SUBROGATION** IS WAIVED, subject to the terms and conditions of the policy, certain policies may require an endorsement. A statement on this certificate does not confer rights to the certificate holder in lieu of such endorsement(s).

PRODUCER Records - Gebhart Agency Inc. 2 N MARKET ST SMYRNA DE 19977 INSURED Green Paving & Excavating Inc. 684 Vandyke Greenspring Road Townsend DE 19734		CONTACT NAME: KYLE GEBHART PHONE (A/C, No, Ext): (302) 653-9211 FAX (A/C, No): (302) 653-5803 E-MAIL ADDRESS: kyle.recordsgebhart@gmail.com INSURER(S) AFFORDING COVERAGE INSURER A: DONEGAL INSURANCE GROUP NAIC # 13692 INSURER B: A+ Rating INSURER C: INSURER D: INSURER E: INSURER F:
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COVERAGES**CERTIFICATE NUMBER:****REVISION NUMBER:**

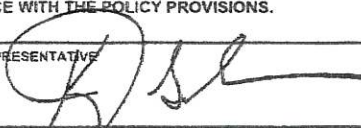
THIS IS TO CERTIFY THAT THE POLICIES OF INSURANCE LISTED BELOW HAVE BEEN ISSUED TO THE INSURED NAMED ABOVE FOR THE POLICY PERIOD INDICATED. NOTWITHSTANDING ANY REQUIREMENT, TERM OR CONDITION OF ANY CONTRACT OR OTHER DOCUMENT WITH RESPECT TO WHICH THIS CERTIFICATE MAY BE ISSUED OR MAY PERTAIN, THE INSURANCE AFFORDED BY THE POLICIES DESCRIBED HEREIN IS SUBJECT TO ALL THE TERMS, EXCLUSIONS AND CONDITIONS OF SUCH POLICIES. LIMITS SHOWN MAY HAVE BEEN REDUCED BY PAID CLAIMS.

INSR LTR	TYPE OF INSURANCE	ADD'L SUBR INSD / WVD	POLICY NUMBER	POLICY EFF (MM/DD/YYYY)	POLICY EXP (MM/DD/YYYY)	LIMITS
A	☒ COMMERCIAL GENERAL LIABILITY ☐ CLAIMS-MADE ☒ OCCUR GEN'L AGGREGATE LIMIT APPLIES PER: ☐ POLICY ☒ PROJ-JECT ☐ LOC OTHER:		1000480075	06/27/2026	06/27/2027	EACH OCCURRENCE \$ 1,000,000 DAMAGE TO RENTED PREMISES (Ea occurrence) \$ 100,000 MED EXP (Any one person) \$ 5,000 PERSONAL & ADV INJURY \$ 1,000,000 GENERAL AGGREGATE \$ 3,000,000 PRODUCTS - COMPIOP AGG \$ 3,000,000 \$
A	☒ AUTOMOBILE LIABILITY ☒ ANY AUTO OWNED AUTOS ONLY HIRED AUTOS ONLY SCHEDULED AUTOS NON-OWNED AUTOS ONLY		1000189255	06/27/2026	06/27/2027	COMBINED SINGLE LIMIT (Ea accident) \$ 1,000,000 BODILY INJURY (Per person) \$ BODILY INJURY (Per accident) \$ PROPERTY DAMAGE (Per accident) \$ \$
A	☒ UMBRELLA LIAB ☒ OCCUR EXCESS LIAB ☐ CLAIMS-MADE DED RETENTION \$		1000480318	06/27/2026	06/27/2027	EACH OCCURRENCE \$ 5,000,000 AGGREGATE \$ 5,000,000 \$
A	WORKERS COMPENSATION AND EMPLOYERS' LIABILITY ANY PROPRIETOR/PARTNER/EXECUTIVE OFFICER/MEMBER EXCLUDED? (Mandatory in NH) If yes, describe under DESCRIPTION OF OPERATIONS below	Y / N N / A	1000030770	06/27/2026	06/27/2027	☒ PER STATUTE ☐ OTH-ER E.L. EACH ACCIDENT \$ 1,000,000 E.L. DISEASE - EA EMPLOYEE \$ 1,000,000 E.L. DISEASE - POLICY LIMIT \$ 1,000,000
A	CONTRACTORS EQUIPMENT		1000480075	06/27/2026	06/27/2027	TOTAL LIMIT \$1,473,540 DEDUCTIBLE \$1,000

DESCRIPTION OF OPERATIONS / LOCATIONS / VEHICLES (ACORD 101, Additional Remarks Schedule, may be attached if more space is required)

Inland Marine Coverage & Contractors Equipment Coverage (leased/rented) is provided under the Commercial Package Policy # 1000480075

CERTIFICATE HOLDER**CANCELLATION**

Town of Townsend PO Box 223 141 Main Street Townsend DE 19734	SHOULD ANY OF THE ABOVE DESCRIBED POLICIES BE CANCELLED BEFORE THE EXPIRATION DATE THEREOF, NOTICE WILL BE DELIVERED IN ACCORDANCE WITH THE POLICY PROVISIONS. AUTHORIZED REPRESENTATIVE 
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STATE OF DELAWARE

Department of Finance

Division of Revenue

ACTIVE BUSINESS LICENSE

1989016123

EFFECTIVE

01/01/2025 - 12/31/2027

ISSUED TO

GREEN PAVING & EXCAVATING INC
684 VANDYKE GREENSPRING RD
TOWNSEND DE 19734-9215

LOCATION

GREEN PAVING & EXCAVATING INC
684 VANDYKE GREENSPRING RD
TOWNSEND, DE 19734-9215

TRADE, BUSINESS, OR
PROFESSIONAL ACTIVITY

RESIDENT CONTRACTOR

ISSUED: 12/14/2024
FEE PAID: \$225.00

Is hereby licensed to practice, conduct, or engage in the occupation or business activity indicated above in accordance with the license application duly filed pursuant to Title 30, Delaware Code.

POST CONSPICUOUSLY - NOT TRANSFERABLE



2027



Certificate Number:

DE-2021-000003020

Valid for both Private and Public Work



Registration Date:

09/03/2021

Expiration Date:

09/03/2027

State of Delaware

Department of Labor

Office of Contractor Registration

Delaware Contractor Registration Act

Pursuant to 82 Del. Laws, c. 291, § 2; §3604. Registration required [Effective upon fulfillment of 82 Del. Laws, c. 168, § 6, as amended by 82 Del. Laws, c. 291, § 2] of the Contractor Registration Act. This certificate is required under this chapter before performing construction services or maintenance.

Green Paving & Excavating, Inc.

Valid for both Private and Public Work

Non Transferable

*This Certificate may not be transferred or assigned
and may be suspended or revoked by the
Secretary of the Delaware Department of Labor*

Responsible Representative(s)

Frank Green Jr.

Karryl D. Hubbard

Karryl D. Hubbard

Secretary of the Delaware Department of Labor



305 West Newport Pike, Wilmington, DE 19804
Phone (302) 633-5600 / Fax (302) 633-5618

31August2026

Town of Townsend
Attn: Julie Goodyear, Town Manager
141 Main St.
Townsend, DE 19734

Harmony Construction, Inc.
Contact Person: Eric Cooper
Address: 305 W Newport Pike, Wilmington, DE 19804
Phone Number: 302-633-5600
Email: ecooper@harmonyconst.com
Contractor License Number: LC9782
Business License Number: 1995109181

RE: Taylor St. Milling and Overlay Project RFP

The following is our proposed scope of work for the above-mentioned project:

I. Included Items:

Set up, maintain, and break down a one-lane road operation for traffic control per applicable standards.
Mill existing HMA to a 2" depth and haul millings.
Mill to an additional 3" depth for Base repair as needed.
Furnish and place CRS-1 Tack coat per standard on milled surfaces.
Furnish and place Superpave Type B, PG 64-22, HMA to a 3" compacted depth for Base repair.
Furnish and place Superpave Type C, PG 64-22, to a 2" compacted depth.
Place Line Striping-in-kind as needed.

We will complete the included items at the following locations for the following prices:

Taylor St.:

Cost Proposal				
The proposal shall include at minimum:				
Item	Unit	Quantity	Unit Price	Total
Mobilization	LS	1	\$5,000.00	\$5,000.00
Traffic Control	LS	1	\$400.00	\$400.00
Milling Existing Asphalt	SY	1680	\$5.00	\$8,400.00
Tack Coat	SY	1680	\$0.1804	\$303.00
Asphalt Overlay (2")	TON	202	\$126.00	\$25,452.00
3" Base Patching	TON	0	\$0.00	\$0.00
Utility Adjustments	EA	0	\$0.00	\$0.00
Pavement Markings	LS	1	\$0.00	\$0.00
Cleanup	LS	1	\$445.00	\$445.00
Total Proposal				\$40,000.00

Hugh Cir.:

Cost Proposal				
The proposal shall include at minimum:				
Item	Unit	Quantity	Unit Price	Total
Mobilization	LS	1	\$5,000.00	\$5,000.00
Traffic Control	LS	1	\$800.00	\$800.00
Milling Existing Asphalt 2"	SY	3325	\$5.00	\$16,625.00
Tack Coat	SY	3325	\$0.2346	\$780.00
Asphalt Overlay (2")	TON	400	\$126.00	\$50,400.00
3" Base Milling	SY	998	\$5.00	\$4,990.00
3" Base Patching	TON	180	\$116.00	\$20,880.00
Utility Adjustments	EA	0	\$0.00	\$0.00
Pavement Markings	LS	1	\$0.00	\$0.00
Cleanup	LS	1	\$525.00	\$525.00
Total Proposal				\$100,000.00

Merle St.

Cost Proposal				
The proposal shall include at minimum:				
Item	Unit	Quantity	Unit Price	Total
Mobilization	LS	1	\$5,000.00	\$5,000.00
Traffic Control	LS	1	\$438.00	\$438.00
Milling Existing Asphalt 2"	SY	616	\$9.00	\$5,544.00
Tack Coat	SY	616	\$0.2532	\$156.00
Asphalt Overlay (2")	Ton	103	\$154.00	\$15,862.00
3" Base Milling	SY	0	\$0.00	\$0.00
3" Base Patching	TON	0	\$0.00	\$0.00
Utility Adjustments	EA	0	\$0.00	\$0.00
Pavement Markings	LS	1	\$0.00	\$0.00
Cleanup	LS	1	\$500.00	\$500.00
Total Proposal				\$27,500.00

Helen Dr. (Kaitlyn Dr. to Edgar Rd):

Cost Proposal				
The proposal shall include at minimum:				
Item	Unit	Quantity	Unit Price	Total
Mobilization	LS	1	\$5,000.00	\$5,000.00
Traffic Control	LS	1	\$893.00	\$893.00
Milling Existing Asphalt 2"	SY	3442	\$5.00	\$17,210.00
Tack Coat	SY	3442	\$0.2162	\$744.00
Asphalt Overlay (2")	TON	413	\$120.00	\$49,560.00
3" Base Milling	SY	688	\$5.00	\$3,440.00
3" Base Patching	TON	124	\$115.00	\$14,260.00
Utility Adjustments	EA	0	\$0.00	\$0.00
Pavement Markings	LS	1	\$0.00	\$0.00
Cleanup	LS	1	\$593.00	\$593.00
Total Proposal				\$91,700.00

N. Commerce St.:

Cost Proposal

The proposal shall include at minimum:

Item	Unit	Quantity	Unit Price	Total
Mobilization	LS	1	\$5,000.00	\$5,000.00
Traffic Control	LS	1	\$312.00	\$312.00
Milling Existing Asphalt 2"	SY	1699	\$4.00	\$6,796.00
Tack Coat	SY	1699	\$0.2084	\$354.00
Asphalt Overlay (2")	TON	204	\$118.00	\$24,072.00
3" Base Milling	SY	170	\$5.00	\$850.00
3" Base Patching	TON	31	\$134.00	\$4,154.00
Utility Adjustments	EA	0	\$0.00	\$0.00
Pavement Markings	LS	1	\$1,550.00	\$1,550.00
Cleanup	LS	1	\$412.00	\$412.00
Total Proposal				\$43,500.00

Budgetary Total: \$302,700.00

II. Exclusions and Qualifications

1. No permit, testing, inspection, or reporting fees are included except those specifically required by the Contract Documents for the work described herein.
2. Work to be completed during normal working hours.
3. HMA price is based on the current monthly published DelDOT Asphalt Index of \$763.33 and is subject to change at time of paving.

Please feel free to contact this office if you have any questions or comments regarding this matter.

Sincerely,

Eric Cooper

Eric Cooper
Estimating / Project Coordination

August 10, 2026

HARMONY CONSTRUCTION INC.
305 W NEWPORT PIKE
WILMINGTON, DE 19804

New Castle County
Department of Land Use - Licensing Division
87 Reads Way
New Castle, DE 19720

This certifies that the company named is
licensed as a contractor under the laws
of New Castle County.



Issued To: HARMONY CONSTRUCTION INC.

License Expires December 31, 2026

License No. LC9782

CONTRACTOR LICENSE

Construction activity where a building, mechanical, or plumbing permit is required in accordance with New Castle County Code will require a permit contractor endorsement in addition to this license. Additional information at www.nccdelu.org

New Castle County
Department of Land Use - Licensing Division
CONTRACTOR LICENSE

License No. **LC9782**

Expiration Date: **December 31, 2026**

Issued To: **HARMONY CONSTRUCTION INC.**



Construction activity where a building, mechanical,
or plumbing permit is required in accordance with
New Castle County Code will require a permit
contractor endorsement in addition to this license.

THIS IS YOUR LICENSE CARD.
CUT THIS PORTION TO FIT IN
YOUR WALLET.

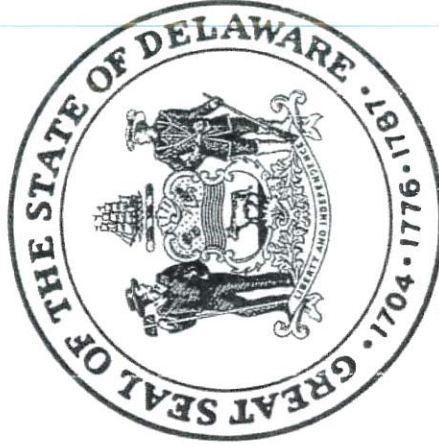


STATE OF DELAWARE

Department of Finance
Division of Revenue

ACTIVE BUSINESS LICENSE

1995109181



2027

01/01/2025 - 12/31/2027

HARMONY CONSTRUCTION INC
305 W NEWPORT PIKE
WILMINGTON DE 19804-3154

HARMONY CONSTRUCTION INC
305 W NEWPORT PIKE
WILMINGTON, DE 19804-3154

RESIDENT CONTRACTOR

Is hereby licensed to practice, conduct, or engage in the occupation or business activity indicated above in accordance with the license application duly filed pursuant to Title 30, Delaware Code.

POST CONSPICUOUSLY - NOT TRANSFERABLE



EFFECTIVE

ISSUED TO

LOCATION

TRADE, BUSINESS, OR
PROFESSIONAL ACTIVITY

ISSUED: 12/18/2024

FEE PAID: \$225.00

ACORD™

CERTIFICATE OF LIABILITY INSURANCE

DATE (MM/DD/YYYY)

4/02/2026

THIS CERTIFICATE IS ISSUED AS A MATTER OF INFORMATION ONLY AND CONFERS NO RIGHTS UPON THE CERTIFICATE HOLDER. THIS CERTIFICATE DOES NOT AFFIRMATIVELY OR NEGATIVELY AMEND, EXTEND OR ALTER THE COVERAGE AFFORDED BY THE POLICIES BELOW. THIS CERTIFICATE OF INSURANCE DOES NOT CONSTITUTE A CONTRACT BETWEEN THE ISSUING INSURER(S), AUTHORIZED REPRESENTATIVE OR PRODUCER, AND THE CERTIFICATE HOLDER.

IMPORTANT: If the certificate holder is an ADDITIONAL INSURED, the policy(ies) must have ADDITIONAL INSURED provisions or be endorsed. If SUBROGATION IS WAIVED, subject to the terms and conditions of the policy, certain policies may require an endorsement. A statement on this certificate does not confer any rights to the certificate holder in lieu of such endorsement(s).

PRODUCER USI Insurance Services LLC 1787 Sentry Pkwy W., Veva 16 Suite 300 Blue Bell, PA 19422	CONTACT NAME: Dave Dugery	
	PHONE (A/C, No, Ext): -	FAX (A/C, No):
INSURED Harmony Construction, Inc 305 West Newport Pike Wilmington, DE 19804	E-MAIL ADDRESS: dave.dugery@usi.com	
	INSURER(S) AFFORDING COVERAGE	
	INSURER A: Selective Insurance Co of the Southeast	NAIC #: 39926
	INSURER B: Selective Way Insurance Company	26301
	INSURER C: Ascot Specialty Insurance Company	45055
	INSURER D:	
INSURER E:		
INSURER F:		

COVERAGES

CERTIFICATE NUMBER:

REVISION NUMBER:

THIS IS TO CERTIFY THAT THE POLICIES OF INSURANCE LISTED BELOW HAVE BEEN ISSUED TO THE INSURED NAMED ABOVE FOR THE POLICY PERIOD INDICATED. NOTWITHSTANDING ANY REQUIREMENT, TERM OR CONDITION OF ANY CONTRACT OR OTHER DOCUMENT WITH RESPECT TO WHICH THIS CERTIFICATE MAY BE ISSUED OR MAY PERTAIN, THE INSURANCE AFFORDED BY THE POLICIES DESCRIBED HEREIN IS SUBJECT TO ALL THE TERMS, EXCLUSIONS AND CONDITIONS OF SUCH POLICIES. LIMITS SHOWN MAY HAVE BEEN REDUCED BY PAID CLAIMS.

INSR LTR	TYPE OF INSURANCE	ADDL SUBR INSR WVD	POLICY NUMBER	POLICY EFF (MM/DD/YYYY)	POLICY EXP (MM/DD/YYYY)	LIMITS
A	☒ COMMERCIAL GENERAL LIABILITY ☐ CLAIMS-MADE ☒ OCCUR ☒ PD Ded:1,000 GEN'L AGGREGATE LIMIT APPLIES PER: ☐ POLICY ☒ PROJECT ☐ LOC OTHER:		S2738469	04/03/2026	04/03/2027	EACH OCCURRENCE \$1,000,000 DAMAGE TO RENTED PREMISES (Ea occurrence) \$500,000 MED EXP (Any one person) \$15,000 PERSONAL & ADV INJURY \$1,000,000 GENERAL AGGREGATE \$2,000,000 PRODUCTS - COMP/OP AGG \$2,000,000 \$
A	AUTOMOBILE LIABILITY ☒ ANY AUTO OWNED AUTOS ONLY ☒ HIRED AUTOS ONLY ☐ SCHEDULED AUTOS NON-OWNED AUTOS ONLY		S2738469	04/03/2026	04/03/2027	COMBINED SINGLE LIMIT (Ea accident) \$1,000,000 BODILY INJURY (Per person) \$ BODILY INJURY (Per accident) \$ PROPERTY DAMAGE (Per accident) \$ \$
A	UMBRELLA LIAB ☒ OCCUR ☒ EXCESS LIAB ☐ CLAIMS-MADE DED ☐ RETENTION \$		S2738469	04/03/2026	04/03/2027	EACH OCCURRENCE \$5,000,000 AGGREGATE \$5,000,000 \$
B	WORKERS COMPENSATION AND EMPLOYERS' LIABILITY ANY PROPRIETOR/PARTNER/EXECUTIVE OFFICER/MEMBER EXCLUDED? (Mandatory in NH) If yes, describe under DESCRIPTION OF OPERATIONS below	Y/N N	WC9151279	04/03/2026	04/03/2027	☒ PER STATUTE ☐ OTHER E.L. EACH ACCIDENT \$1,000,000 E.L. DISEASE - EA EMPLOYEE \$1,000,000 E.L. DISEASE - POLICY LIMIT \$1,000,000
C	Contractors Equip		IMMA261000296701	04/03/2026	04/03/2027	500,000 Leased/Rented 1,000 Ded

DESCRIPTION OF OPERATIONS / LOCATIONS / VEHICLES (ACORD 101, Additional Remarks Schedule, may be attached if more space is required)

Evidence of Insurance.

CERTIFICATE HOLDER

CANCELLATION

Sample

SHOULD ANY OF THE ABOVE DESCRIBED POLICIES BE CANCELLED BEFORE THE EXPIRATION DATE THEREOF, NOTICE WILL BE DELIVERED IN ACCORDANCE WITH THE POLICY PROVISIONS.

AUTHORIZED REPRESENTATIVE



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305 West Newport Pike, Wilmington, DE 19804
Phone (302) 633-5600 / Fax (302) 633-5618

31 August 2026

Town of Townsend
Attn: Julie Goodyear, Town Manager
141 Main St.
Townsend, DE 19734

RE: Taylor St. Milling and Overlay Project RFP References

Town of Elsmere;
Old Dupont Rd. at Silverbrook Dr., Taylor Rd., and Southern Rd. Drainage Improvements
STEVE MARTIN, TOWN MANAGER
TOWN OF ELSMERE
11 POPLAR AVE
ELSMERE, DE 19805
302.998.2215

Town of Rising Sun, Maryland;
2023-2026 Road Improvement Projects
Judy Melton, Assistant Town Administrator
Town of Rising Sun
1 E. Main Street
Rising Sun, MD 21911
(410)658-5353 Phone
(443)945-2875 Cell
www.risingsunmd.org

State of Delaware, Department of Transportation, CTF North Contracts
Melissa Feldman, Construction Manager
DelDOT North & Canal Districts
melissa.feldman@delaware.gov

We are an Equal Opportunity Employer





Please feel free to  contact this office if you have any questions or comments regarding this matter.

Sincerely,

Eric Cooper

Eric Cooper
Estimating / Project  Coordination
ecooper@harmonyconst.com



305 West Newport Pike, Wilmington, DE 19804
Phone (302) 633-5600 / Fax (302) 633-5618

31August2026

Town of Townsend
Attn: Julie Goodyear, Town Manager
141 Main St.
Townsend, DE 19734

RE: Taylor St. Milling and Overlay Project RFP Experience, Proposed Schedule, Duration, and Warranty

Harmony Construction, Inc. is a family-owned and operated heavy civil construction company with over 30 years of experience in the public and private sectors. We offer milling, paving, and concrete flatwork services for new and existing projects. Our experience includes work as a general contractor and subcontractor on DelDOT CTF projects, along with private projects for regional and national builders. We are fully licensed, insured, and bondable.

Upon Notice to Proceed, we will begin milling and base repair operations on N. Commerce St., followed by paving and striping the following day, for a total of two (2) days. We then intend to move to Taylor St. for milling followed by paving, which will be a one (1) day operation. We will then move to Hugh Cir. for milling and base repair, followed by paving the following day, for a total of two (2) days. We will then move to Merle St. and Helen Dr. for milling and base repair, followed by paving the following day, for a total of two (2) days. We anticipate the entire project, if awarded in full, will take a total of seven (7) working days, barring adverse weather or unforeseen conditions.

We intend to maintain a one-lane road operation with flaggers in accordance with applicable DelDOT/MUTCD traffic-control requirements and anticipate only minor traffic stoppages when necessary.

We provide a one-year material and workmanship warranty for our work.

Please feel free to contact this office if you have any questions or comments regarding this matter.

Sincerely,

Eric Cooper

Eric Cooper
Estimating / Project Coordination





JC Paving Inc.
501 Toledo Ct Townsend DE 19734
O: Jaden Whiteman
E: J.Whiteman@JCPavinginc.com
P: 302-893-0034
WWW.JCPavinginc.com

CL: LC11694
BL: 2024710646

Town of Townsend - Road Repaving Preliminary Maintenance of Traffic (MOT) 'Comic Book'

Bid / Field Planning Set

Taylor Street | Hugh Circle | Merle Lane | Helen Drive | N. Commerce Street

IMPORTANT STANDARD BASIS

DelDOT's website currently identifies the 2026 Delaware MUTCD as PENDING APPROVAL and states that new contracts and other new activities shall use the 2011 Delaware MUTCD. This planning set therefore uses the 2011 Delaware MUTCD Part 6 together with current DelDOT interim guidance, including the May 17, 2022 memorandum for Traffic Control Within Intersections.

Measured Quantities

Taylor Street: 15,487 SF

Hugh Circle: 31,130 SF

Merle Lane: 6,961 SF

Helen Drive: 74,782 SF

N. Commerce Street: 52,961 SF

Total measured pavement area: 181,321 SF (20,147 SY)

Recommended Bid Staffing Strategy

Carry a 4-person certified flagger crew for Taylor / Hugh / Merle / Helen operations.

Carry a 5-person certified flagger crew for N. Commerce Street because of the Main Street intersection and multiple side-street approaches.

Only two flaggers will normally be active on a basic TA-10 lane closure; the additional personnel are for active side-road/intersection control and repositioning.

If work does not enter an intersection or does not require overriding existing control, staffing can be reduced in the field with Engineer/Town concurrence.

Primary Typical Applications

TA-10 - Lane Closure on a Two-Lane Road Using Flaggers: primary setup for milling and paving on these two-lane/two-way local streets.

TA-27 - Intersection flagger control: apply when work within an intersection requires flaggers to override normal STOP/YIELD/signal control.

TA-20 - Detour for a Closed Street: use only if the Town approves a full closure and an approved detour route is established.

Part 5 low-volume-road option: on low-volume roads at 30 mph or less, 100 ft minimum advance placement / sign spacing may be used.

Field Rules to Carry in the Bid

Certified flaggers only; flagging must comply with Delaware MUTCD Section 6E.

Maintain resident, emergency, business and authorized access as required by the RFP.

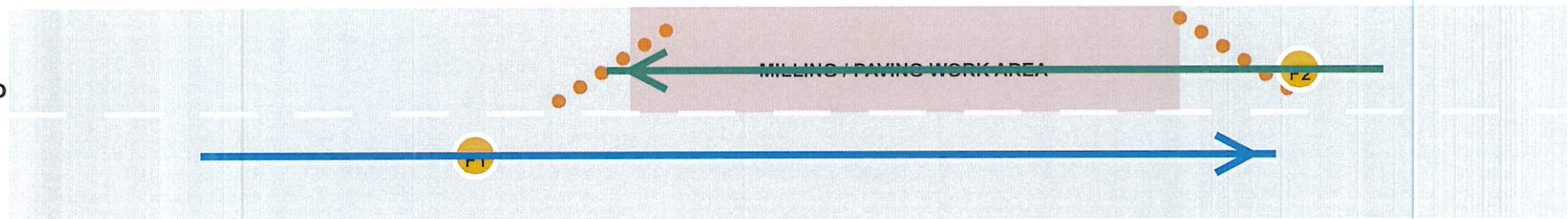
Verify posted speed and sight distance before setting signs. Increase spacing where speed, curves, grades, queues or visibility warrant.

Flaggers must remain in direct communication when they cannot see one another.

Use drums/cones/channelizing devices to protect the closed lane and work area; keep pedestrian access usable where present.

Do not assume a full road closure is permitted.

Reco



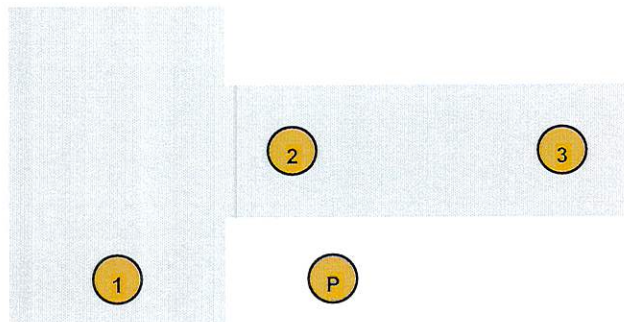
LOW-VOLUME / ≤ 30 MPH OPTION: 100 ft may be used as advance placement and sign spacing. Otherwise use the applicable Delaware MUTCD spacing table.

For long moving operations, advance signs and flagger stations move forward as the milling/paving train advances.

When the work operation requires flaggers to override the existing traffic control at an intersection:

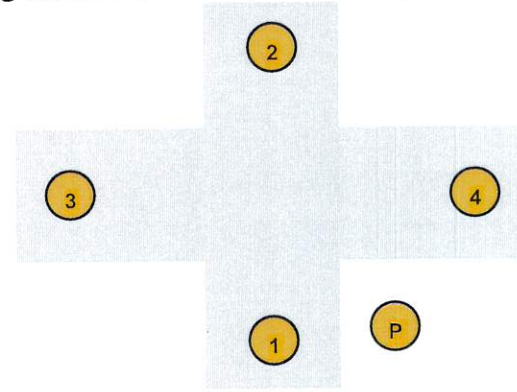
- Provide a minimum of one flagger for each intersection approach.
- Provide an additional Primary Flagger to coordinate the approach flaggers and traffic flow.
- On multilane roadways, one flagger shall not control more than one lane.
- Consider closing turn movements, converting an approach to right-in/right-out, closing the intersection, or working off-peak if that simplifies the operation.
- If a signalized intersection must be placed under flagger control, the signal is to be placed in flash mode and a traffic officer should be used. Verify whether Main Street / N. Commerce is signalized before finalizing the setup.

3-leg / T intersection: conservative peak = 4 flaggers



3 approach flaggers + 1 primary

4-leg intersection: conservative peak = 5 flaggers



4 approach flaggers + 1 primary



Recommended Daily Flagger Staffing

Normal moving lane closure: 2 active flaggers.

Carry / peak crew: 4 certified flaggers.

Use the additional flaggers at side streets and intersections as the operation reaches them.

Traffic Control Setup

TA-10 rolling one-lane/two-way closure for milling and paving.

Keep the open lane available for resident and emergency access.

Advance signs from Main Street approach; shift signs/flagger stations as the paving train advances.

At the dead-end portion, coordinate resident access behind the work train rather than fully closing the street.

Intersection / Access Notes

Main Street tie-in is a T-intersection condition. If the work enters the intersection and normal control must be overridden, use 3 approach flaggers + 1 primary (4 peak).

If the paving limit stops at the edge of Main Street and normal Main Street control remains unaffected, the full 4-person intersection setup may not be necessary.



Recommended Daily Flagger Staffing

Normal moving lane closure: 2 active flaggers.

Carry / peak crew: 4 certified flaggers.

Use the additional flaggers at side streets and intersections as the operation reaches them.

Traffic Control Setup

TA-10 rolling closure around the loop. Keep the work train and closed lane on one side of the circle at a time.

Use radio communication because flaggers may lose sight of each other around the loop.

Advance signs should be placed at the approaches feeding Hugh Circle and moved as the active work zone moves.

Intersection / Access Notes

Merle Lane / Hugh Circle is a T-intersection. When the work reaches this junction and side-street entry must be actively controlled, carry 4 flaggers.

Stage the work so residents can enter/exit the loop from the side opposite the active paving pull whenever practical.



Recommended Daily Flagger Staffing

Normal moving lane closure: 2 active flaggers.

Carry / peak crew: 4 certified flaggers.

Use the additional flaggers at side streets and intersections as the operation reaches them.

Traffic Control Setup

Short-duration TA-10 setup between Helen Drive and Hugh Circle.

Because this is a short connector, keep the work zone compact and maintain one-lane local access when practical.

Coordinate the Merle work with Hugh Circle and Helen Drive so the same flagger crew can be reused.

Intersection / Access Notes

Both ends are T-intersections. Treat the active end as a 3-leg intersection when flaggers must override normal control: 3 approach flaggers + 1 primary.

Do not attempt to work both intersections simultaneously with only a 4-person crew.



Recommended Daily Flagger Staffing

Normal moving lane closure: 2 active flaggers.

Carry / peak crew: 4 certified flaggers.

Use the additional flaggers at side streets and intersections as the operation reaches them.

Traffic Control Setup

TA-10 rolling one-lane/two-way closure is the base setup.

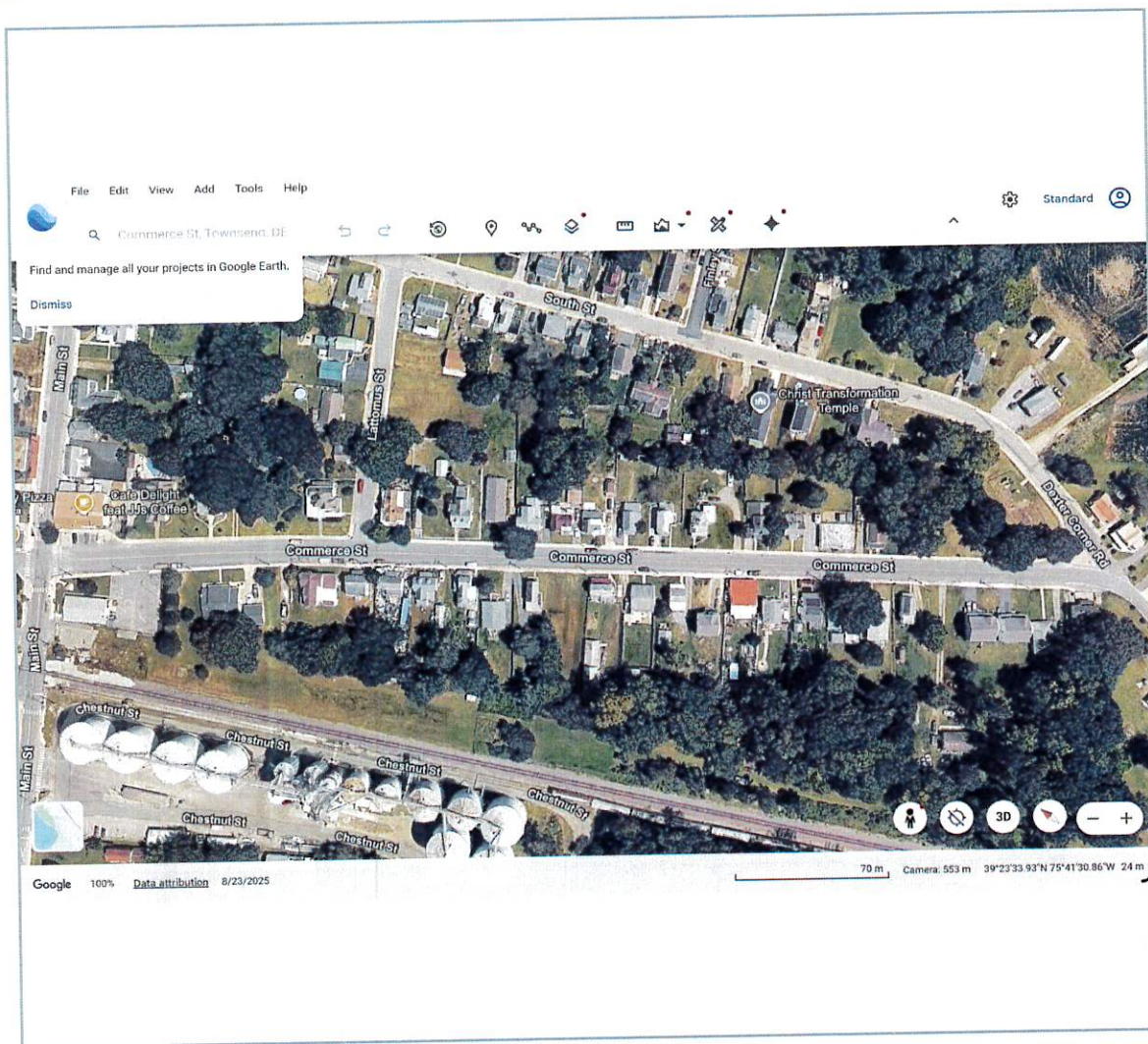
Use a moving work-zone approach: advance warning signs, two endpoint flaggers, and channelization around the milling/paving train.

Because Helen is the largest quantity, maintain the same side of roadway for long pulls where possible to reduce MOT moves.

Intersection / Access Notes

Use the 4-person intersection configuration while crossing Merle Lane or any other active T-intersection that requires override of normal traffic control.

At Kaitlyn Drive and Edgar Road limits, avoid extending the closure into the intersection unless required for the tie-in.



Recommended Daily Flagger Staffing

Normal moving lane closure: 2 active flaggers.

Carry / peak crew: 5 certified flaggers.

Use the additional flaggers at side streets and intersections as the operation reaches them.

Traffic Control Setup

TA-10 rolling one-lane/two-way closure on uninterrupted segments. Carry a 5-person flagger crew because of the Main Street crossing and multiple side-street approaches.

Use additional flaggers at side roads as the work zone reaches each intersection; reposition them after the paving train clears.

Intersection / Access Notes

For a 4-leg intersection requiring flagger override: 4 approach flaggers + 1 primary = 5 peak.

Verify Main Street intersection control in the field. If signalized and flagging is required, coordinate flash mode / traffic officer requirements before work.

If the Town permits a short full closure/detour for the Main Street crossing, use an approved detour plan rather than improvising in the field.

Peak certified flagger crew by street

Street	Base Crew	Peak Crew	Critical Location	Bid Note
Taylor Street	2 normal	4 peak	Main Street T-intersection tie-in	Carry peak crew on street workday
Hugh Circle	2 normal	4 peak	Merle Lane T-intersection	Carry peak crew on street workday
Merle Lane	2 normal	4 peak	Helen/Hugh T-intersections	Carry peak crew on street workday
Helen Drive	2 normal	4 peak	Merle and endpoint intersections	Carry peak crew on street workday
N. Commerce Street	2 normal	5 peak	Main Street 4-leg / side streets	Carry peak crew on street workday

Recommended MOT Equipment Allowance

Portable ROAD WORK AHEAD / ONE LANE ROAD / FLAGGER warning signs for each direction.
 STOP/SLOW paddles and approved radios for each flagger.
 Drums or other approved channelizing devices for tapers and work-area delineation.
 High-visibility PPE and lighting if any operation extends into darkness.
 One dedicated traffic-control pickup/trailer for sign moves.
 Optional PCMS only if required by the Town/Engineer; these local streets do not appear to justify carrying a PCMS as a base assumption.

Estimating Recommendation

Price the job on a conservative 4-person flagger crew for Taylor/Hugh/Merle/Helen and a 5-person crew for Commerce.
 This avoids underbidding the intersection-control labor while still allowing the field crew to operate with only two active flaggers on simple segments.
 If milling and paving are separate mobilizations, budget MOT labor for both operations.
 Utility adjustments, pavement markings and cleanup may require additional short-duration MOT shifts; carry a small MOT contingency rather than assuming those tasks are free.

Standards used for this preliminary plan

- DeIDOT Delaware MUTCD web page: 2026 edition shown as PENDING APPROVAL; new activities directed to the 2011 Delaware MUTCD.
- 2011 Delaware MUTCD Part 6 - Temporary Traffic Control; TA-10 Lane Closure on a Two-Lane Road Using Flaggers.

- Delaware MUTCD Part 5, Section 5G.02 - low-volume roads: for speeds 30 mph or less, 100 ft may be used for advance placement/sign spacing; a single flagger can be adequate only when visible to all appropriate approaches.
- DelDOT memorandum dated May 17, 2022 - Temporary Traffic Control within Intersections: one flagger per approach, plus a Primary Flagger; signalized-intersection provisions; Section 6E applies to all flagging.
- Town of Townsend Road Repaving RFP - contractor responsible for traffic control, safe resident/business/emergency access, milling, tack, overlay, utility adjustments, markings and cleanup.

Items to verify at pre-bid / before field use

- Posted speed limits on all five streets.
- Exact project limits at Main Street, Edgar Road and Kaitlyn Drive.
- Whether Main Street / N. Commerce is signalized or STOP-controlled and whether work enters the intersection.
- Town-approved lane-closure hours and any restrictions around school, bus, trash, emergency or municipal operations.
- Whether a full closure/detour is permitted at any location and, if so, the approved detour route.
- Pedestrian/sidewalk impacts, especially around residential intersections.
- Final sign spacing, taper length and device spacing based on field speed, visibility and current Delaware MUTCD requirements.

TOWN OF TOWNSEND (PAVE AN REHAB)

TAYLOR STREET MATERIAL ESTIMATE FOR LOCATION 1

ITEM NO.	DESCRIPTION	QUANTITY	UNIT
301002	GABC, PATCHING	0	C.Y.
401005	SUPER-PAVE TYPE C, PG 64-22 (CARBONATE STONE)	191.95	TON
401029	SUPER-PAVE TYPE C, PG 64-22, PATCHING	T&M	TON
401030	SUPER-PAVE TYPE B, PG 64-22, PATCHING	T&M	TON
401031	SUPER-PAVE TYPE BCBC, PG 64-22, PATCHING	T&M	TON
401501	BITUMINOUS ASPHALT TACK COAT	156.72	GAL
420000	BITUMINOUS CONCRETE PATCHING	T&M	SY-IN
403000	BITUMINOUS CONCRETE AND/OR COLD-LAID BITUMINOUS (TRM) CONCRETE	10	TON
504001	CRACK AND JOINT SEALING LESS THAN ¾ WIDE	43	LF
504002	CRACK AND JOINT SEALING ¾ INCH TO 1 ¾ WIDE	0	LF
602132	ADJUSTING AND REPAIRING EXISTING MANHOLE	2	EACH
710002	ADJUSTING WATER VALVE BOXES	0	EACH
760010	PAVEMENT MILLING, BITUMINOUS CONCRETE PAVEMENT	3,482.67	SY-IN
		43	
		64	
760000	SAW CUTTING, BITUMINOUS CONCRETE	LF 811014	FLAGGER, NEW CASTLE COUNTY
	TEMPORARY MARKING PAINT 4' 0	0	LF
817042	PERMANENT PAVEMENT STRIPING, EPOXY RESIN PAINT WHITE/YELLOW 6"	0	LF

TOWN OF TOWNSEND (PAVE AN REHAB)

MERLE LANE MATERIAL ESTIMATE FOR LOCATION 1

ITEM NO.	DESCRIPTION	QUANTITY	UNIT
301002	GABC, PATCHING	0	C.Y.
401005	SUPER-PAVE TYPE C, PG 64-22 (CARBONATE STONE)	70.95	TON
401029	SUPER-PAVE TYPE C, PG 64-22, PATCHING	T&M	TON
401030	SUPER-PAVE TYPE B, PG 64-22, PATCHING	T&M	TON
401031	SUPER-PAVE TYPE BCBC, PG 64-22, PATCHING	T&M	TON
401501	BITUMINOUS ASPHALT TACK COAT	58.05	GAL
420000	BITUMINOUS CONCRETE PATCHING	T&M	SY-IN
403000	BITUMINOUS CONCRETE AND/OR COLD-LAID BITUMINOUS (TRM) CONCRETE	10	TON
504001	CRACK AND JOINT SEALING LESS THAN ¾ WIDE	43	LF
504002	CRACK AND JOINT SEALING ¾ INCH TO 1 ¾ WIDE	0	LF
602132	ADJUSTING AND REPAIRING EXISTING MANHOLE	2	EACH
710002	ADJUSTING WATER VALVE BOXES	0	EACH
760010	PAVEMENT MILLING, BITUMINOUS CONCRETE PAVEMENT	1,290	SY-IN
760000	SAW CUTTING, BITUMINOUS CONCRETE LF 811014 FLAGGER, NEW CASTLE COUNTY	0	817003
	TEMPORARY MARKING PAINT 4' 0 LF		
817042	PERMANENT PAVEMENT STRIPING, EPOXY RESIN PAINT WHITE/YELLOW 6"	0	LF

TOWN OF TOWNSEND (PAVE AN REHAB)

38
48

760000	SAW CUTTING, BITUMINOUS CONCRETE	LF 811014	FLAGGER, NEW CASTLE COUNTY	hour 817003
	TEMPORARY MARKING PAINT 4' 0	LF		
817042	PERMANENT PAVEMENT STRIPING, EPOXY RESIN PAINT WHITE/YELLOW 6"	0		LF

TOWN OF TOWNSEND (PAVE AN REHAB)

HUGH CIRCLE MATERIAL ESTIMATE FOR LOCATION 1

ITEM NO.	DESCRIPTION	QUANTITY	UNIT
301002	GABC, PATCHING	0	C.Y.
401005	SUPER-PAVE TYPE C, PG 64-22 (CARBONATE STONE)	351.18	TON
401029	SUPER-PAVE TYPE C, PG 64-22, PATCHING	T&M	TON
401030	SUPER-PAVE TYPE B, PG 64-22, PATCHING	T&M	TON
401031	SUPER-PAVE TYPE BCBC, PG 64-22, PATCHING	T&M	TON
401501	BITUMINOUS ASPHALT TACK COAT	287.33	GAL
420000	BITUMINOUS CONCRETE PATCHING	T&M	SY-IN
403000	BITUMINOUS CONCRETE AND/OR COLD-LAID BITUMINOUS (TRM) CONCRETE	10	TON
504001	CRACK AND JOINT SEALING LESS THAN ¾ WIDE	0	LF
504002	CRACK AND JOINT SEALING ¾ INCH TO 1 ¾ WIDE	0	LF
602132	ADJUSTING AND REPAIRING EXISTING MANHOLE	8	EACH
710002	ADJUSTING WATER VALVE BOXES	0	EACH
760010	PAVEMENT MILLING, BITUMINOUS CONCRETE PAVEMENT	6,385	SY-IN
760000	SAW CUTTING, BITUMINOUS CONCRETE	LF 811014	FLAGGER, NEW CASTLE COUNTY
	TEMPORARY MARKING PAINT 4' 0	LF	817003
817042	PERMANENT PAVEMENT STRIPING, EPOXY RESIN PAINT WHITE/YELLOW 6"	0	LF

TOWN OF TOWNSEND (PAVE AN REHAB)

0.48

760000	SAW CUTTING, BITUMINOUS CONCRETE	LF 811014	FLAGGER, NEW CASTLE COUNTY	817003
	TEMPORARY MARKING PAINT 4'	0	LF	
817042	PERMANENT PAVEMENT STRIPING, EPOXY RESIN PAINT WHITE/YELLOW 6"		0	LF

TOWN OF TOWNSEND (PAVE AN REHAB)

HELEN DRIVE MATERIAL ESTIMATE FOR LOCATION 1

ITEM NO.	DESCRIPTION	QUANTITY	UNIT
301002	GABC, PATCHING	0	C.Y.
401005	SUPER-PAVE TYPE C, PG 64-22 (CARBONATE STONE)	335.18	TON
401029	SUPER-PAVE TYPE C, PG 64-22, PATCHING	T&M	TON
401030	SUPER-PAVE TYPE B, PG 64-22, PATCHING	T&M	TON
401031	SUPER-PAVE TYPE BCBC, PG 64-22, PATCHING	T&M	TON
401501	BITUMINOUS ASPHALT TACK COAT	274.24	GAL
420000	BITUMINOUS CONCRETE PATCHING	T&M	SY-IN
403000	BITUMINOUS CONCRETE AND/OR COLD-LAID BITUMINOUS (TRM) CONCRETE	10	TON
504001	CRACK AND JOINT SEALING LESS THAN ¾ WIDE	0	LF
504002	CRACK AND JOINT SEALING ¾ INCH TO 1 ¾ WIDE	0	LF
602132	ADJUSTING AND REPAIRING EXISTING MANHOLE	011	EACH
710002	ADJUSTING WATER VALVE BOXES	0	EACH
760010	PAVEMENT MILLING, BITUMINOUS CONCRETE PAVEMENT	6,094.22	SY-IN
760000	SAW CUTTING, BITUMINOUS CONCRETE	LF 811014	FLAGGER, NEW CASTLE COUNTY
	TEMPORARY MARKING PAINT 4' 0	0	LF
817042	PERMANENT PAVEMENT STRIPING, EPOXY RESIN PAINT WHITE/YELLOW 6"	0	LF

TOWN OF TOWNSEND (PAVE AN REHAB)

0 64

760000	SAW CUTTING, BITUMINOUS CONCRETE	LF 811014	FLAGGER, NEW CASTLE COUNTY	HOUR 817003
	TEMPORARY MARKING PAINT 4' 0	LF		
817042	PERMANENT PAVEMENT STRIPING, EPOXY RESIN PAINT WHITE/YELLOW 6"	0		LF

TOWN OF TOWNSEND (PAVE AN REHAB)

NORTH COMMERCE STREET MATERIAL ESTIMATE FOR LOCATION 1

ITEM NO.	DESCRIPTION	QUANTITY	UNIT
301002	GABC, PATCHING	0	C.Y.
401005	SUPER-PAVE TYPE C, PG 64-22 (CARBONATE STONE)	183.06	TON
401029	SUPER-PAVE TYPE C, PG 64-22, PATCHING	T&M	TON
401030	SUPER-PAVE TYPE B, PG 64-22, PATCHING	T&M	TON
401031	SUPER-PAVE TYPE BCBC, PG 64-22, PATCHING	T&M	TON
401501	BITUMINOUS ASPHALT TACK COAT	149.78	GAL
420000	BITUMINOUS CONCRETE PATCHING	T&M	SY-IN
403000	BITUMINOUS CONCRETE AND/OR COLD-LAID BITUMINOUS (TRM) CONCRETE	10	TON
504001	CRACK AND JOINT SEALING LESS THAN ¾ WIDE	120	LF
504002	CRACK AND JOINT SEALING ¾ INCH TO 1 ¾ WIDE	0	LF
602132	ADJUSTING AND REPAIRING EXISTING MANHOLE	8	EACH
710002	ADJUSTING WATER VALVE BOXES	0	EACH
760010	PAVEMENT MILLING, BITUMINOUS CONCRETE PAVEMENT	3,328.44	SY-IN
762000		0	
SAW CUTTING, BITUMINOUS CONCRETE LF 811014 FLAGGER, NEW CASTLE COUNTY HOUR 817003			
TEMPORARY MARKING PAINT 4' 0 LF			
817042	PERMANENT PAVEMENT STRIPING, EPOXY RESIN PAINT WHITE/YELLOW 6"	0	LF

TOWN OF TOWNSEND (PAVE AN REHAB)

80

	SAW CUTTING, BITUMINOUS CONCRETE	LF 811014	FLAGGER, NEW CASTLE COUNTY	hour 817003	
	TEMPORARY MARKING PAINT 4'	0	LF		
817042	PERMANENT PAVEMENT STRIPING, EPOXY RESIN PAINT WHITE/YELLOW 6"			0	LF

A
TOWNSEND P&R
Hotmix Pricing

B	C	D
Item #	Description	Bid Price
301002	GABC Patching	\$127.84
401005	64/22 Type C (Carb.)	\$97.02
401007	76/22 Type C	\$119.69
401029	64/22 Type C Patch	\$186.17
401030	64/22 Type B Patch	\$140.63
401031	BCBC Patch	\$125.52
602132	Adjusting & Repair Existing Manhole	\$864.01 (EACH)
710002	Adjust Water Valve Boxes	\$470.4 (EACH)
760010	Pavement Milling	\$1.23 SYIN
762000	SAW Cutting Full Depth	\$5.25 LF
817003	Temporary Markings Paint 4"	\$.25 LF
817042	Permanet Pavement Striping (Epoxy)	\$1.70 LF

TOWN OF TOWNSEND - TAYLOR STREET

Item No.	Description	Quantity	Unit	Unit Price	Extended Cost	Pricing Note
301002	GABC, PATCHING	0.00	C.Y.	\$127.84	\$0.00	
401005	SUPERPAVE TYPE C, PG 64-22 (CARBONATE STONE)	191.95	TON	\$97.02	\$18,622.99	
401029	SUPERPAVE TYPE C, PG 64-22, PATCHING	T&M	TON	\$186.17		T&M - quantity not established
401030	SUPERPAVE TYPE B, PG 64-22, PATCHING	T&M	TON	\$140.63		T&M - quantity not established
401031	SUPERPAVE TYPE BCBC, PG 64-22, PATCHING	T&M	TON	\$125.52		T&M - quantity not established
401501	BITUMINOUS ASPHALT TACK COAT	156.72	GAL	\$0.00	\$0.00	INCIDENTAL - no separate bid charge
420000	BITUMINOUS CONCRETE PATCHING	T&M	SY-IN			T&M - unit price not supplied
403000	BITUMINOUS CONCRETE AND/OR COLD-LAID BITUMINOUS (TRM) COI	10.00	TON			Unit price not supplied
504001	CRACK AND JOINT SEALING LESS THAN 3/4 WIDE	43.00	LF			Unit price not supplied
504002	CRACK AND JOINT SEALING 3/4 INCH TO 1 3/4 WIDE	0.00	LF			Unit price not supplied
602132	ADJUSTING AND REPAIRING EXISTING MANHOLE	2.00	EACH	\$864.01	\$1,728.02	
710002	ADJUSTING WATER VALVE BOXES	0.00	EACH	\$470.40	\$0.00	
760010	PAVEMENT MILLING, BITUMINOUS CONCRETE PAVEMENT	3,482.67	SY-IN	\$1.23	\$4,283.68	
760000	SAW CUTTING, BITUMINOUS CONCRETE	43.00	LF	\$5.25	\$225.75	Pricing sheet lists saw cutting as Item 762000
811014	FLAGGER, NEW CASTLE COUNTY	64.00	HOUR			Hours included; unit price not supplied
817003	TEMPORARY MARKING PAINT 4"	0.00	LF	\$0.25	\$0.00	
817042	PERMANENT PAVEMENT STRIPING, EPOXY RESIN PAINT WHITE/YELLO'	210.00	LF	\$1.70	\$357.00	
PRICED ITEMS SUBTOTAL					\$25,217.44	

1	A	B	C	D	E	F	G
2	TOWN OF TOWNSEND - MERLE LANE						
3	Item No.	Description	Quantity	Unit	Unit Price	Extended Cost	Pricing Note
4	301002 GABC, PATCHING		0.00 C.Y.		\$127.84	\$0.00	
5	401005 SUPERPAVE TYPE C, PG 64-22 (CARBONATE STONE)		70.95 TON		\$97.02	\$6,883.57	
6	401029 SUPERPAVE TYPE C, PG 64-22, PATCHING	T&M	TON		\$186.17	T&M - quantity not established	
7	401030 SUPERPAVE TYPE B, PG 64-22, PATCHING	T&M	TON		\$140.63	T&M - quantity not established	
8	401031 SUPERPAVE TYPE BCBC, PG 64-22, PATCHING	T&M	TON		\$125.52	T&M - quantity not established	
9	401501 BITUMINOUS ASPHALT TACK COAT		58.05 GAL		\$0.00	\$0.00 INCIDENTAL - no separate bid charge	
10	420000 BITUMINOUS CONCRETE PATCHING	T&M	SY-IN			T&M - unit price not supplied	
11	403000 BITUMINOUS CONCRETE AND/OR COLD-LAID BITUMINOUS (TRM) COI		0.00 TON			Unit price not supplied	
12	504001 CRACK AND JOINT SEALING LESS THAN 3/4 WIDE		0.00 LF			Unit price not supplied	
13	504002 CRACK AND JOINT SEALING 3/4 INCH TO 1 3/4 WIDE		0.00 LF			Unit price not supplied	
14	602132 ADJUSTING AND REPAIRING EXISTING MANHOLE		1.00 EACH		\$864.01	\$864.01	
15	710002 ADJUSTING WATER VALVE BOXES		0.00 EACH		\$470.40	\$0.00	
16	760010 PAVEMENT MILLING, BITUMINOUS CONCRETE PAVEMENT		1,290.00 SY-IN		\$1.23	\$1,586.70	
17	760000 SAW CUTTING, BITUMINOUS CONCRETE		0.00 LF		\$5.25	\$0.00 Pricing sheet lists saw cutting as Item 762000	
18	811014 FLAGGER, NEW CASTLE COUNTY		48.00 HOUR			Hours included; unit price not supplied	
19	817003 TEMPORARY MARKING PAINT 4"		0.00 LF		\$0.25	\$0.00	
20	817042 PERMANENT PAVEMENT STRIPING, EPOXY RESIN PAINT WHITE/YELLO'		0.00 LF		\$1.70	\$0.00	
21	PRICED ITEMS SUBTOTAL					\$9,334.28	

	A	B	C	D	E	F	G
1	TOWN OF TOWNSEND - HUGH CIRCLE						
2							
3	Item No.	Description	Quantity	Unit	Unit Price	Extended Cost	Pricing Note
4	301002 GABC, PATCHING		0.00 C.Y.		\$127.84	\$0.00	
5	401005 SUPERPAVE TYPE C, PG 64-22 (CARBONATE STONE)		351.18 TON		\$97.02	\$34,071.48	
6	401029 SUPERPAVE TYPE C, PG 64-22, PATCHING		T&M	TON	\$186.17		T&M - quantity not established
7	401030 SUPERPAVE TYPE B, PG 64-22, PATCHING		T&M	TON	\$140.63		T&M - quantity not established
8	401031 SUPERPAVE TYPE BCBC, PG 64-22, PATCHING		T&M	TON	\$125.52		T&M - quantity not established
9	401501 BITUMINOUS ASPHALT TACK COAT		287.33 GAL		\$0.00	\$0.00 INCIDENTAL - no separate bid charge	
10	420000 BITUMINOUS CONCRETE PATCHING		T&M	SY-IN			T&M - unit price not supplied
11	403000 BITUMINOUS CONCRETE AND/OR COLD-LAID BITUMINOUS (TRM) COI		0.00 TON				Unit price not supplied
12	504001 CRACK AND JOINT SEALING LESS THAN 3/4 WIDE		0.00 LF				Unit price not supplied
13	504002 CRACK AND JOINT SEALING 3/4 INCH TO 1 3/4 WIDE		0.00 LF				Unit price not supplied
14	602132 ADJUSTING AND REPAIRING EXISTING MANHOLE		8.00 EACH		\$864.01	\$6,912.08	
15	710002 ADJUSTING WATER VALVE BOXES		0.00 EACH		\$470.40	\$0.00	
16	760010 PAVEMENT MILLING, BITUMINOUS CONCRETE PAVEMENT		6,385.00 SY-IN		\$1.23	\$7,853.55	
17	760000 SAW CUTTING, BITUMINOUS CONCRETE		0.00 LF		\$5.25	\$0.00 Pricing sheet lists saw cutting as Item 762000	
18	811014 FLAGGER, NEW CASTLE COUNTY		48.00 HOUR				Hours included; unit price not supplied
19	817003 TEMPORARY MARKING PAINT 4"		0.00 LF		\$0.25	\$0.00	
20	817042 PERMANENT PAVEMENT STRIPING, EPOXY RESIN PAINT WHITE/YELLO'		0.00 LF		\$1.70	\$0.00	
21	PRICED ITEMS SUBTOTAL					\$48,837.11	

	A	B	C	D	E	F	G
1	TOWN OF TOWNSEND - HELEN DRIVE						
2							
3	Item No.	Description	Quantity	Unit	Unit Price	Extended Cost	Pricing Note
4	301002	GABC, PATCHING	0.00	C.Y.	\$127.84	\$0.00	
5	401005	SUPERPAVE TYPE C, PG 64-22 (CARBONATE STONE)	335.18	TON	\$97.02	\$32,519.16	
6	401029	SUPERPAVE TYPE C, PG 64-22, PATCHING	T&M	TON	\$186.17		T&M - quantity not established
7	401030	SUPERPAVE TYPE B, PG 64-22, PATCHING	T&M	TON	\$140.63		T&M - quantity not established
8	401031	SUPERPAVE TYPE BCBC, PG 64-22, PATCHING	T&M	TON	\$125.52		T&M - quantity not established
9	401501	BITUMINOUS ASPHALT TACK COAT	274.24	GAL	\$0.00	\$0.00	INCIDENTAL - no separate bid charge
10	420000	BITUMINOUS CONCRETE PATCHING	T&M	SY-IN			T&M - unit price not supplied
11	403000	BITUMINOUS CONCRETE AND/OR COLD-LAID BITUMINOUS (TRM) COI	0.00	TON			Unit price not supplied
12	504001	CRACK AND JOINT SEALING LESS THAN 3/4 WIDE	0.00	LF			Unit price not supplied
13	504002	CRACK AND JOINT SEALING 3/4 INCH TO 1 3/4 WIDE	0.00	LF			Unit price not supplied
14	602132	ADJUSTING AND REPAIRING EXISTING MANHOLE	11.00	EACH	\$864.01	\$9,504.11	
15	710002	ADJUSTING WATER VALVE BOXES	0.00	EACH	\$470.40	\$0.00	
16	760010	PAVEMENT MILLING, BITUMINOUS CONCRETE PAVEMENT	6,094.22	SY-IN	\$1.23	\$7,495.89	
17	760000	SAW CUTTING, BITUMINOUS CONCRETE	0.00	LF	\$5.25	\$0.00	Pricing sheet lists saw cutting as Item 762000
18	811014	FLAGGER, NEW CASTLE COUNTY	64.00	HOUR			Hours included; unit price not supplied
19	817003	TEMPORARY MARKING PAINT 4"	0.00	LF	\$0.25	\$0.00	
20	817042	PERMANENT PAVEMENT STRIPING, EPOXY RESIN PAINT WHITE/YELLO'	0.00	LF	\$1.70	\$0.00	
21	PRICED ITEMS SUBTOTAL					\$49,519.16	

	A	B	C	D	E	F	G
1	TOWN OF TOWNSEND - N COMMERCE						
2							
3	Item No.	Description	Quantity	Unit	Unit Price	Extended Cost	Pricing Note
4	301002	GABC, PATCHING	0.00	C.Y.	\$127.84	\$0.00	
5	401005	SUPERPAVE TYPE C, PG 64-22 (CARBONATE STONE)	183.06	TON	\$97.02	\$17,760.48	
6	401029	SUPERPAVE TYPE C, PG 64-22, PATCHING	T&M	TON	\$186.17		T&M - quantity not established
7	401030	SUPERPAVE TYPE B, PG 64-22, PATCHING	T&M	TON	\$140.63		T&M - quantity not established
8	401031	SUPERPAVE TYPE BCBC, PG 64-22, PATCHING	T&M	TON	\$125.52		T&M - quantity not established
9	401501	BITUMINOUS ASPHALT TACK COAT	149.78	GAL	\$0.00	\$0.00	INCIDENTAL - no separate bid charge
10	420000	BITUMINOUS CONCRETE PATCHING	T&M	SY-IN			T&M - unit price not supplied
11	403000	BITUMINOUS CONCRETE AND/OR COLD-LAID BITUMINOUS (TRM) COI	0.00	TON			Unit price not supplied
12	504001	CRACK AND JOINT SEALING LESS THAN 3/4 WIDE	0.00	LF			Unit price not supplied
13	504002	CRACK AND JOINT SEALING 3/4 INCH TO 1 3/4 WIDE	0.00	LF			Unit price not supplied
14	602132	ADJUSTING AND REPAIRING EXISTING MANHOLE	0.00	EACH	\$864.01	\$0.00	
15	710002	ADJUSTING WATER VALVE BOXES	0.00	EACH	\$470.40	\$0.00	
16	760010	PAVEMENT MILLING, BITUMINOUS CONCRETE PAVEMENT	3,328.44	SY-IN	\$1.23	\$4,093.98	
17	760000	SAW CUTTING, BITUMINOUS CONCRETE	0.00	LF	\$5.25	\$0.00	Pricing sheet lists saw cutting as Item 762000
18	811014	FLAGGER, NEW CASTLE COUNTY	80.00	HOUR			Hours included; unit price not supplied
19	817003	TEMPORARY MARKING PAINT 4"	0.00	LF	\$0.25	\$0.00	
20	817042	PERMANENT PAVEMENT STRIPING, EPOXY RESIN PAINT WHITE/YELLO'	0.00	LF	\$1.70	\$0.00	
21	PRICED ITEMS SUBTOTAL					\$21,854.46	

TOWN OF TOWNSEND - PRICED QUANTITY SUMMARY

	A	B	C	D	E	F
1	TOWN OF TOWNSEND - PRICED QUANTITY SUMMARY					
2						
3	Location	64-22 C Tons	Tack Gal (Incidental)	Milling SY-IN	Flagger Hours	Priced Items Subtotal
4	Taylor Street	191.95	156.72	3,482.67	64.00	\$25,217.44
5	Merle Lane	70.95	58.05	1,290.00	48.00	\$9,334.28
6	Hugh Circle	351.18	287.33	6,385.00	48.00	\$48,837.11
7	Helen Drive	335.18	274.24	6,094.22	64.00	\$49,519.16
8	N Commerce	183.06	149.78	3,328.44	80.00	\$21,854.46
9	PROJECT TOTAL	1,132.32	926.12	20,580.33	304.00	\$154,762.46

11 Notes: Tack coat is incidental and carries no separate bid charge. T&M items are not extended because quantities are not established. Flagger hours are
 12 included by location, but no flagger unit price was supplied in the uploaded pricing sheet. N. Commerce uses only the readable bottom measurements: 14,978
 13 SF = 183.06 tons, 149.78 gal tack, and 3,328.44 SY-IN milling.

JC PAVING INC.

501 Toledo Ct. • Townsend DE 19734 • 302-893-0034 • J.White@jcpavinginc.com

PROJECT REFERENCES

REFERENCE 1 —

Owner / GC	Cipolloni Concrete	Contract Value	\$250,000
Contact Name	Brande Cipolloni, Owner	Completion Date	2025-2026
Phone	302-449-0960	Email	Cipcrete@yahoo.com
Location	Smyrna DE		
Scope of Work	Milling, Paving, Full Depth Asphalt repair, Base repairs, Overlays, Grading		

REFERENCE 2 —

Owner / GC	Bittle Property Maintenance	Contract Value	\$145,000
Contact Name	Jason Bittle, Owner	Completion Date	2025-2026
Phone	610-416-0914	Email	BittlePM@gmail.com
Location	Avondale PA		
Scope of Work	Milling, Paving, Full Depth Asphalt repairs, curb repairs, Base repairs, Utility adjustments, Grading		

REFERENCE 3 —

Owner / GC	Adel Construction	Contract Value	\$200,000
Contact Name	Quinn Smith, Paving Super Intendant	Completion Date	2025-2026
Phone	302-258-7139	Email	
Location	Lewes DE		
Scope of Work	Milling, Full Depth Paving, Grading		

[Home](#) > [Land Use](#) > [Contractor License](#)**New Castle County**

Department of Land Use - Licensing Division
87 Reads Way
New Castle, DE 19720

This certifies that the company named is
licensed as a contractor under the laws
of New Castle County.

License Expires December 31, 2026



Issued To: **JC PAVING INC**

License No. LC11694

CONTRACTOR LICENSE

Construction activity where a building, mechanical, or plumbing permit is required in accordance with *New Castle County Code* will require a permit contractor endorsement in addition to this license.

Additional information is available at www.nccdelu.org.

New Castle County
Department of Land Use - Licensing Division
CONTRACTOR LICENSE

License No. **LC11694**

Expiration Date: **December 31, 2026**

JC PAVING INC



Construction activity where a building, mechanical, or plumbing
permit is required in accordance with *New Castle County Code*
will require a permit contractor endorsement in addition to this
license.

PLEASE NOTE: With the adoption of the 2018 International Codes, additional amendments were made to Chapter Six of the New Castle County Code. Specifically, Section 6.03.001(A)(7) now requires all licensed contractors to indicate the license type and number on their service vehicles in lettering at least three inches tall. For more information, a copy of Chapter Six can be obtained from the Department of Land Use and also accessed at www.nccdelu.org.

**THIS IS YOUR
LICENSE CARD.**

**CUT THIS
PORTION TO FIT
IN YOUR WALLET.**



STATE OF DELAWARE

Department of Finance Division of Revenue

ACTIVE BUSINESS LICENSE
2024710646

EFFECTIVE

01/01/2026 - 12/31/2026

ISSUED TO

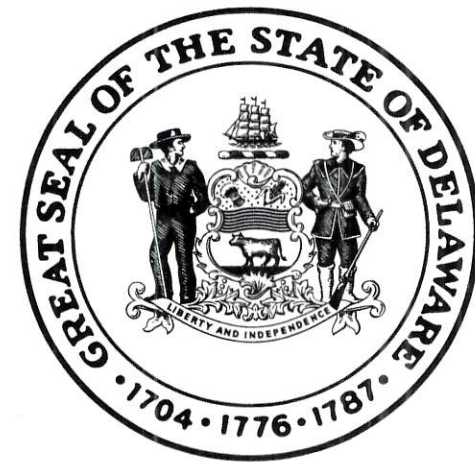
JC PAVING, INC.
501 TOLEDO CT
TOWNSEND DE 19734-2879

LOCATION

JC PAVING, INC.
JC PAVING, INC.
501 TOLEDO CT
TOWNSEND, DE 19734-2879

**TRADE, BUSINESS, OR
PROFESSIONAL ACTIVITY**

CONSTRUCTION TRANSPORTATION CONTRACTOR



2026

ISSUED: 02/04/2026
FEE PAID: \$75.00

Is hereby licensed to practice, conduct, or engage in the occupation or business activity indicated above in accordance with the license application duly filed pursuant to Title 30, Delaware Code.

POST CONSPICUOUSLY - NOT TRANSFERABLE





CERTIFICATE OF LIABILITY INSURANCE

DATE (MM/DD/YYYY)

6/12/2026

THIS CERTIFICATE IS ISSUED AS A MATTER OF INFORMATION ONLY AND CONFERS NO RIGHTS UPON THE CERTIFICATE HOLDER. THIS CERTIFICATE DOES NOT AFFIRMATIVELY OR NEGATIVELY AMEND, EXTEND OR ALTER THE COVERAGE AFFORDED BY THE POLICIES BELOW. THIS CERTIFICATE OF INSURANCE DOES NOT CONSTITUTE A CONTRACT BETWEEN THE ISSUING INSURER(S), AUTHORIZED REPRESENTATIVE OR PRODUCER, AND THE CERTIFICATE HOLDER.

IMPORTANT: If the certificate holder is an ADDITIONAL INSURED, the policy(ies) must have ADDITIONAL INSURED provisions or be endorsed. If SUBROGATION IS WAIVED, subject to the terms and conditions of the policy, certain policies may require an endorsement. A statement on this certificate does not confer rights to the certificate holder in lieu of such endorsement(s).

PRODUCER Pratt Insurance, Inc. 4 Village Square Smyrna, DE 19977	CONTACT NAME:		
	PHONE (A/C, No, Ext): (302) 653-6681	FAX (A/C, No):	
INSURED JC Paving Jaden Whitemen 501 Toledo Ct Townsend, DE 19734	E-MAIL ADDRESS:		
	INSURER(S) AFFORDING COVERAGE		NAIC #
	INSURER A : Penn National Mutual Insurance Company		14990
	INSURER B : Technology Insurance Company		
	INSURER C :		
	INSURER D :		
INSURER E :			
INSURER F :			

COVERAGES

CERTIFICATE NUMBER:

REVISION NUMBER:

THIS IS TO CERTIFY THAT THE POLICIES OF INSURANCE LISTED BELOW HAVE BEEN ISSUED TO THE INSURED NAMED ABOVE FOR THE POLICY PERIOD INDICATED. NOTWITHSTANDING ANY REQUIREMENT, TERM OR CONDITION OF ANY CONTRACT OR OTHER DOCUMENT WITH RESPECT TO WHICH THIS CERTIFICATE MAY BE ISSUED OR MAY PERTAIN, THE INSURANCE AFFORDED BY THE POLICIES DESCRIBED HEREIN IS SUBJECT TO ALL THE TERMS, EXCLUSIONS AND CONDITIONS OF SUCH POLICIES. LIMITS SHOWN MAY HAVE BEEN REDUCED BY PAID CLAIMS.

INSR LTR	TYPE OF INSURANCE	ADDL INSD	SUBR WVD	POLICY NUMBER	POLICY EFF (MM/DD/YYYY)	POLICY EXP (MM/DD/YYYY)	LIMITS	
A	☒ COMMERCIAL GENERAL LIABILITY ☐ CLAIMS-MADE ☒ OCCUR GEN'L AGGREGATE LIMIT APPLIES PER: ☐ POLICY ☐ PROJECT ☐ LOC OTHER:			CL92016368	4/25/2025	4/25/2026	EACH OCCURRENCE	\$ 1,000,000
							DAMAGE TO RENTED PREMISES (Ea occurrence)	\$ 100,000
							MED EXP (Any one person)	\$ 5,000
							PERSONAL & ADV INJURY	\$ 1,000,000
							GENERAL AGGREGATE	\$ 2,000,000
							PRODUCTS - COMP/OP AGG	\$ 2,000,000
								\$
A	☒ AUTOMOBILE LIABILITY ☒ ANY AUTO ☐ OWNED AUTOS ONLY ☐ SCHEDULED AUTOS ☐ HIRED AUTOS ONLY ☐ NON-OWNED AUTOS ONLY			AU92016368	4/25/2025	4/25/2026	COMBINED SINGLE LIMIT (Ea accident)	\$ 1,000,000
							BODILY INJURY (Per person)	\$
							BODILY INJURY (Per accident)	\$
							PROPERTY DAMAGE (Per accident)	\$
								\$
A	☒ UMBRELLA LIAB ☒ OCCUR ☐ EXCESS LIAB ☐ CLAIMS-MADE DED ☒ RETENTION \$ 0			UL92016368	4/25/2025	4/25/2026	EACH OCCURRENCE	\$ 1,000,000
							AGGREGATE	\$ 1,000,000
								\$
B	WORKERS COMPENSATION AND EMPLOYERS' LIABILITY ANY PROPRIETOR/PARTNER/EXECUTIVE OFFICER/MEMBER EXCLUDED? (Mandatory in NH) ☒ Y ☐ N / A If yes, describe under DESCRIPTION OF OPERATIONS below			TWC4587440	4/25/2025	4/25/2026	PER STATUTE ☒ OTHER	
							E.L. EACH ACCIDENT	\$ 500,000
							E.L. DISEASE - EA EMPLOYEE	\$ 500,000
							E.L. DISEASE - POLICY LIMIT	\$ 500,000

DESCRIPTION OF OPERATIONS / LOCATIONS / VEHICLES (ACORD 101, Additional Remarks Schedule, may be attached if more space is required)
The following Executive Officer has elected to be excluded under Workers Compensation coverages: Jaden Whiteman

CERTIFICATE HOLDER

CANCELLATION

SHOULD ANY OF THE ABOVE DESCRIBED POLICIES BE CANCELLED BEFORE THE EXPIRATION DATE THEREOF, NOTICE WILL BE DELIVERED IN ACCORDANCE WITH THE POLICY PROVISIONS.

AUTHORIZED REPRESENTATIVE

MARSHALL CONSTRUCTION LLC

94 Old Ferry Road
Elkton, MD 21921 US
kyle@marshallconstructionllc.com



Estimate

ADDRESS

Town of Townsend
141 Main street,
Townsend, De

ESTIMATE # 3747**DATE 08/30/2026****EXPIRATION DATE 09/30/2026**

TITLE	NAME	DESCRIPTION	HOURS	RATE	AMOUNT
	Asphalt services	Taylor Street Mobilization-\$1,500 Traffic Control- \$1,500 Milling- \$3,750 Tack Coat- \$750 Asphalt overlay- \$20,100 Utility adjustments- included Pavement markings- Clean up-	1	27,600.00	27,600.00
	Asphalt services	Hugh Circle Taylor Street- Mobilization- \$1500 Traffic Control-\$1500 Milling-\$7500 Tack Coat-\$1500 Asphalt overlay-\$40,520 Utility adjustments- included Pavement markings- Clean up-	1	52,520.00	52,520.00
	Asphalt services	Merle Street Taylor Street- Mobilization-\$1500 Traffic Control- \$1500 Milling- \$7452 Tack Coat-\$500 Asphalt overlay- \$7452 Utility adjustments- included Pavement markings- Clean up-	1	12,352.00	12,352.00
	Asphalt services	Helen Dr (from Kaitlyn Dr- Edgar Road) Taylor Street- Mobilization-\$1500 Traffic Control- \$1500 Milling- \$6380 Tack Coat- \$1250 Asphalt overlay- \$34465 Utility adjustments- included	1	45,095.00	45,095.00

Your Trusted Partner in Concrete and Asphalt Solutions

TITLE	NAME	DESCRIPTION	HOURS	RATE	AMOUNT
	Asphalt services	Pavement markings- Clean up- N. Commerce Street Taylor Street- Mobilization-\$1500 Traffic Control-\$1500 Milling-\$11250 Tack Coat-\$2,250 Asphalt overlay- \$60,750 Utility adjustments- included Pavement markings-\$3500 Clean up-	1	86,750.00	86,750.00

Thank you for your business! You can pay your invoice by using ACH (bank routing and account number) at no charge or with a debit/ credit card with a 3% additional processing fee. We also accept a physical check or cash on the scheduled start date.

-Any additional requests/work added to a project that is not quoted in this contract will be an additional cost.

TOTAL

\$224,317.00

*50% deposit is due before project begins and remaining 50% balance is due immediately at time of completion.

Payment methods we accept: cash or check, ACH, debit or credit cards
[+3% fee]

Accepted By

Accepted Date

From: Patrick Miller
Sent: Wednesday, April 13, 2022 11:58 AM
To: Parker, Breon (DeIDOT)
Cc: Haag, Peter (DeIDOT); dblevins@wilmapco.org; Antonina Tantillo; Scott Lobdell; Joshua Mertz; Robert Longo; Edgar Dugan; Eschalla Clarke
Subject: Re: DE 71 Summit Bridge Road and Main Street/Pine Tree Road Intersection - Traffic Signal

Mr. Parker,

Thank you very much for following up on our field meeting. Unfortunately, I strongly disagree with the results of the RK&K's analysis of the intersection. There is no reason to put a split phase on the east/west approach to the intersection. The volume of traffic in that direction does not warrant installing a split phase. However, a split phase in the north/south approaches is sorely needed. Casual observation of the intersection at peak rush hour times indicates that there is already a significant backup of vehicles (70+ vehicles) waiting for a single left turning vehicle to clear the intersection resulting in less than 10 vehicles in the through direction to clear the intersection. I agree the split phasing would increase the cycle times of the lights but the tradeoff would be a much safer situation than what currently exists. From January 1, 2019 to present there have been 70 accidents at the approaches in the north/south direction and 48 directly in the intersection. Of the 48 accidents most were caused by such reasons as failure to yield right of way, improper turns, disregarded traffic signal and many more.

This email and study suggest that the solution to a safer intersection is to do nothing. That is NOT a solution. The residents of this town are fed up with this intersection as well as the excessive speeds on Rt 71. and the dangers they present. I fully intend to continue to pursue reducing the speeds approaching the intersection and a solution to reducing the dangers of making left turns at the Rt 71 and Main Street/Pinetree Rd intersection through as many Delaware government agencies including the Delaware State Legislature and the Governor's office until a viable solution is found and implemented.

Respectfully,
Patrick Miller
Mayor, Town of Townsend



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the intended recipient of this e-mail, please delete it from your system without copying it and notify the above sender so that the e-mail address may be corrected.

From: Parker, Breon (DelDOT) <Breon.Parker@delaware.gov>

Sent: Wednesday, April 13, 2022 9:53 AM

To: Patrick Miller <pmiller@townsend.delaware.gov>

Cc: Haag, Peter (DelDOT) <Peter.Haag@delaware.gov>; dblevins@wilmapco.org
<dblevins@wilmapco.org>

Subject: DE 71 Summit Bridge Road and Main Street/Pine Tree Road Intersection - Traffic Signal

This message originated from outside the organization

Good morning Mayor Miller,

As a follow-up to our previous field meeting regarding the traffic signal located at the subject intersection. One of the items brought up during our meeting was to look into converting the traffic signal into split phasing on the northbound/southbound approaches to this intersection. In 2020, RK&K performed a study of traffic operations and safety at the subject intersection. The study included a review of traffic volumes, crash history, and considered a variety of signal and geometric improvements. The intersection is an isolated signal that currently features permissive left turns from shared through/left-turn lanes on all approaches. This lane configuration, combined with permissive left turns, results in left-turning vehicles blocking through vehicles and frequent lane-changing behavior by motorists attempting to move around other vehicles stopped and waiting to turn left. Three years of crash history at the intersection indicate that crashes related to these permissive left turns occurred predominately on the northbound and southbound approaches, with fewer such crashes occurring on the eastbound and westbound approaches.

As part of their evaluation, the RK&K staff studied the feasibility of implementing split phasing on some or all approaches to the intersection. Specifically, they studied three (3) options: 1) split phasing for all approaches, 2) for only the northbound and southbound approaches, and 2) for only the eastbound and westbound approaches. While split phasing improves safety by separating vehicle movements, it typically requires a longer signal cycle length (the duration of time to display green phases for all approaches at the intersection) which generally results in increased queue lengths and increased delays for each vehicle, on average.

Their analyses indicated that all three (3) of the split phasing scenarios would operate with longer average delays per vehicle than the existing conditions, with significantly longer queues. Two (2) scenarios operated similarly – split phasing on all approaches, and split phasing on the northbound and southbound approaches only. Both would be expected to result in failing operations and increased queue lengths. Of the three (3) split phasing scenarios studied, split phasing only the eastbound and westbound approaches was the only option that would result in acceptable operations, but the northbound and southbound queues would become significantly longer than they currently are. Additionally, split phasing the eastbound and westbound approaches would not provide a safety improvement for the north/south approaches, where the crash history indicated higher rates of crashes involving permissive left turns.

Please let us know if you have any questions

Thank you,

Breon

Breon Parker

Traffic Studies Engineer

Delaware Department of Transportation

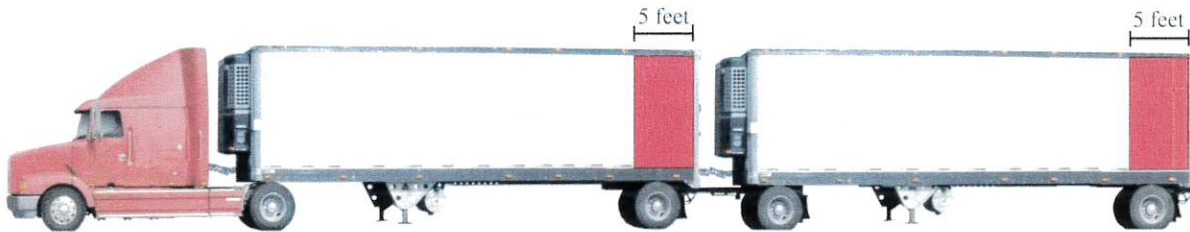
Office: 302-659-4066



Proposed Bigger Truck Configurations

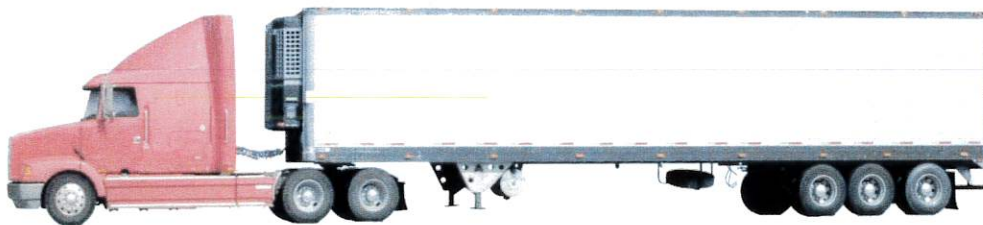
Prepared by CABT, January 2026

Longer Double Trailer Trucks



- FedEx, UPS, Amazon and a handful of other companies have lobbied for legislation that would force states to allow double trailer trucks 91 feet in length, called “Double 33s,” on the federally designated National Network, which includes 200,000 miles of roadways. These are 10 feet longer than today’s twin trailers and 17 feet longer than standard single trailer trucks.
- Double 33s were rejected in the U.S. Senate in November of 2015 on a 56-31 vote.
- The U.S. Department of Transportation (USDOT) determined in 2016 that Double 33s take 252 feet to stop—22 feet longer than today’s twin trailer configuration.
- USDOT also found that Double 33s would result in the largest increase in pavement damage compared to all other studied configurations. This would result in \$1.2 billion to \$1.8 billion in estimated pavement damage every year.

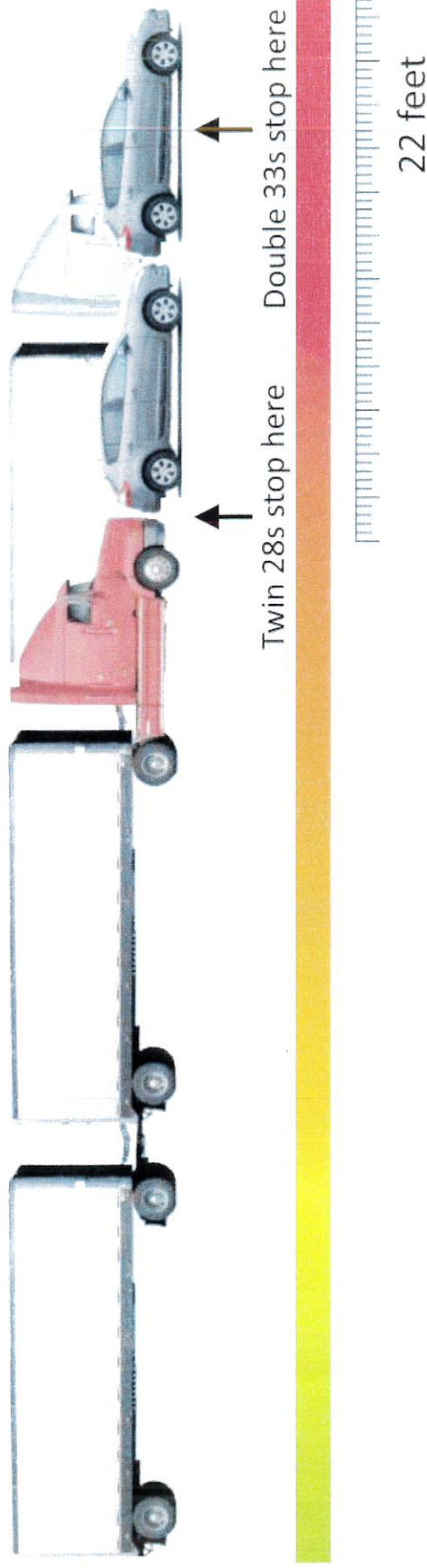
Heavier Single Trailer Trucks



- Certain shippers have lobbied to allow heavier single trailer trucks weighing 91,000 pounds—an increase of 11,000 pounds compared to today’s trucks—as part of a 10 year pilot program in an unlimited number of states. Legislation has also been introduced in the past to raise the national weight limit to 97,000 pounds.
- Legislation to allow 91,000 pound trucks was defeated in the U.S. House in 2015 on a 187-236 vote.
- These 91,000 pound trucks were found in limited state testing by USDOT in 2015 to have 47 percent higher crash rates and cause \$1.1 billion in additional bridge costs.

22 Feet: It Matters

The U.S. Department of Transportation's 2016 Final Report to Congress found that longer double-trailer trucks, called "Double 33s," take 22 more feet to stop than twin-trailer trucks that are on the road today.



Heavier Truck “Pilot Project”: A Dangerous Experiment on Motorists

Prepared by CABT, June 2026

Congress is considering legislation that would allow states to run a 10-year public-road experiment, raising truck weights from 80,000 pounds to 91,000 pounds. These trucks would be allowed on all interstates within a state, and on local roads to allow for fuel, rest and deliveries. **The goal: to see how often these trucks crash.** This proposal is nothing more than a dangerous experiment, with motorists as the test subjects. **There is no provision to end the pilot project if a fatality takes place.** The purpose is not more data; it is to increase corporate profits at the expense of the American public.

KEY STATISTICS AT A GLANCE

47%

Higher crash rate

91,000-pound trucks vs. 80,000-pound trucks¹

\$78.7 billion

Bridge Replacement Cost

Cost to replace 68,000 local bridges that would be put at risk²

18%

More Brake Violations

Higher brake violation rate for trucks exceeding 80,000 pounds³

The Pilot Project Means More Crashes, More Injuries and More Fatalities

In 2016, the U.S. Department of Transportation (USDOT) found that heavier trucks had serious safety problems and would impose additional costs on our infrastructure. **The Department recommended that Congress not allow any heavier trucks.**⁴

Decades of research show no safety benefit for heavier trucks. Numerous studies have found **increased danger**, including studies by the USDOT, Virginia Department of Transportation, the Insurance Institute for Highway Safety, the Wisconsin Department of Transportation, the Transportation Research Board and the University of Michigan Transportation Research Institute.

“...any injuries or loss of life resulting from the pilot would be unacceptable.”

Virginia Department of Transportation, 2019



More Crashes

Limited state testing conducted by the USDOT found a 47% higher crash rate comparing the heavier trucks to trucks operating at the existing weight limit. A pilot project risks recreating these results, with deadly consequences.



Higher Severity

Crash severity increases with vehicle mass and velocity. Heavier trucks mean more serious injuries and a greater likelihood of fatalities.



Rollover risk

Heavier loads raise the center of gravity, dramatically increasing rollover risk.⁵



Brake Failures

Trucks over 80,000 pounds were found to have 18% higher brake violations. Trucks with any out-of-service violation are 362% more likely to be involved in a crash.⁶

THE BOTTOM LINE: Given the severe safety issues with heavier trucks, a 10-year experiment that allows them to operate on roadways while counting how many people are killed is not smart transportation policy. It will compromise public safety.

Heavier Trucks: An Unfunded Federal Mandate on Taxpayers

Heavier trucks on our roads and bridges? Not one cent in additional revenue from shippers? It is taxpayers who will pay the costs for higher damage, from the interstates to the local roads these trucks rely on to make pickups and deliveries.

The USDOT study examined interstate and US highway bridges and found thousands of structures that would have to be repaired or replaced to accommodate 91,000-pound trucks.⁷

No truck trip starts or stops on the interstate – 44% of truck travel takes place OFF the Interstate System.⁸ Heavier trucks will spend significant time on state and local roads. A 2025 analysis of the local bridges by CABT⁹ found serious concerns to communities and taxpayers across America:

Local bridges put at-risk by 91,000-pound trucks	68,000+
Cost to replace at-risk bridges	\$78.7 billion
Who pays for the damage?	Not the companies... Local taxpayers

Myths vs. Facts

MYTH: Bigger trucks mean fewer trucks on the road

FACT: Significant freight would shift from the rails to our roads. Real-world, data-driven analyses using decades of actual shipping and pricing data have found diversion rates of up to 20% for 91,000-pound trucks, indicating that **significantly more freight would shift to trucks than proponents claim, leading to even MORE trucks on the road!**¹⁰

MYTH: Current truck weight limits are outdated

FACT: The passage of time doesn't make the physics of a heavier truck any different – whether it's the 1980's or today, heavier trucks are harder to control, crash more often and increase the risk of fatalities. Since 1983, over 203,000 people have lost their lives in heavy truck related crashes.¹¹ Even more, truck crashes have trended upwards for decades, and our roads and bridges require hundreds of billions of dollars in repairs.

MYTH: Heavier interstate weights would get trucks off local roads

FACT: No truck trip starts and stops on the interstate – 44% of truck travel takes place off local roads. These local roads are not optional detours; they are essential links in the supply chain that will bear the full weight of these trucks. Also, Congress granted four states – Maine, Vermont, Idaho and North Dakota – the ability to raise interstate truck limits. Three of the states saw an increase in local road truck vehicle miles traveled and the fourth no significant change.¹²

MYTH: The pilot project is optional for states

FACT: On paper, the pilot is voluntary. In practice, **history shows otherwise**. The last time truck weight limits were raised, they were introduced as optional (in 1975) – but that quickly changed (mandated nationally in 1982). Once adopted by some states, overwhelming industry pressure pushed others to follow suit to avoid disruptions in interstate commerce and logistics uniformity. **The reality is that this will not be optional over the due course of time.**

MYTH: Heavier trucks are safer due to a shorter stopping distance

FACT: When the USDOT examined the operation of 91,000 pound, six-axle trucks in a state that allow them, did the reduced stopping distance make the heavier trucks safer? Absolutely not. **This heavier configuration had a whopping 47% higher crash rate and higher OOS violations.** This real world, empirical evidence far outweighs a one-foot decrease in stopping distance found using computer simulations.

SOURCES

¹ USDOT. 2016. Comprehensive Truck Size and Weight Limits Study, Final Report to Congress.

² Bailey, Harvill et al. 2025. The Impacts of Heavier Trucks on Local Bridges; USDOT. 2016. Comprehensive Truck Size and Weight Limits Study, Final Report to Congress.

³ USDOT. 2016. Comprehensive Truck Size and Weight Limits Study, Final Report to Congress.

⁴ Ibid.

⁵ USDOT. 2000. Comprehensive Truck Size and Weight Study.

⁶ USDOT. 2016. Comprehensive Truck Size and Weight Limits Study, Final Report to Congress.

⁷ Ibid.

⁸ Bureau of Transportation Statistics. 2023. Vehicle Miles Traveled by Highway Category and Vehicle Type.

⁹ Bailey, Harvill et al. 2025. The Impacts of Heavier Trucks on Local Bridges.

¹⁰ Burton, Mark. 2020. Estimating the Rail-to-Truck Traffic Diversions Attributable to Increased Truck Size and Weight.

¹¹ National Highway Traffic Safety Administration. 2025. Fatality Analysis Reporting System (FARS).

¹² Bureau of Transportation Statistics. 2023. Vehicle Miles Traveled by Highway Category and Vehicle Type.

HEAVIER TRUCKS MEAN UNFUNDED FEDERAL MANDATE ON LOCAL TAXPAYERS

More damage to infrastructure. No cost recovery from corporations. A free pass for those causing the damage.



THE CORE PROBLEM

- No truck trip starts or stops on the interstate
- Every trip uses state and local roads
- More truck weight means more local bridge and road costs
- **The end result: Congress can create the costs, but local taxpayers are the ones who pay**

68,654

local bridges at risk with 91,000-pound trucks¹

\$78.7 billion

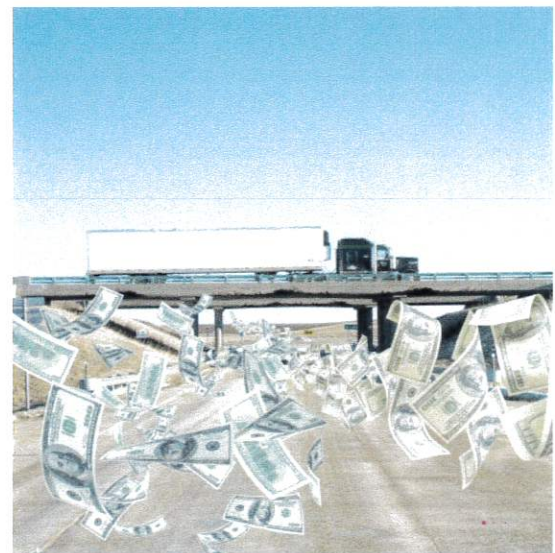
replacement cost for at-risk bridges²

44%

of truck travel is off the Interstate System³

UNFUNDED MANDATE FOR LOCAL GOVERNMENTS

- Local governments own many of the bridges these trucks will use, but there is no requirement for the shippers to pay for the extra damage from these heavier trucks
- Communities are already behind on road and bridge repairs. Heavier trucks make the backlog worse
- When costs rise, local leaders usually have only a few options: higher taxes or fees, delayed repairs, or both
- The result is simple: local taxpayers subsidize the extra damage



HEAVIER TRUCKS DO NOT PAY THEIR FULL COSTS

- Heavier trucks only pay for 50% of the damage they cause⁴
- USDOT is currently working on a highway cost allocation study as directed by Congress to update cost responsibility figures⁵

THE BOTTOM LINE: Heavier truck proposals shift private freight costs onto the public. Local governments are forced to make the repairs, and taxpayers foot the bill.

^{1,2} Bailey, Harvill et al. 2025. The Impacts of Heavier Trucks on Local Bridges

³ Bureau of Transportation Statistics. 2023. Vehicle Miles Traveled by Highway Category and Vehicle Type.

⁴ U.S. Department of Transportation, 2000. Addendum to the 1997 Federal Highway Cost Allocation Study Final Report

⁵ H.R. 3684, 117th Congress. Infrastructure Investment and Jobs Act

Heavier Auto Haulers Endanger Motorists and Damage Infrastructure

Prepared by CABT, June 2026

Certain business interests are pushing for the passage of a proposal to raise federal truck weight limits from 80,000 pounds to **88,000 pounds** for trucks carrying automobiles. However, the U.S. Department of Transportation (USDOT), in its 2016 Comprehensive Truck Size and Weight Limits Study, specifically looked at 88,000-pound, five axle trucks and found **significant safety issues and infrastructure damage associated with this configuration**. Ultimately, **USDOT recommended that Congress not approve any heavier trucks**.¹

This piecemeal, commodity-specific approach involves Congress picking winners and losers, favoring specific industries and setting the stage for future requests for other commodities, creating difficulty with enforcement.

KEY FACTS AT A GLANCE

20 feet Longer stopping distance For 88,000-pound trucks ²	52.8% more Pavement damage per pass ³ According to the fourth power rule from the AASHO road test	\$70.6B Bridge Replacement Cost Cost to replace 65,157 local bridges not rated for 88,000 pounds ⁴
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88,000-pound, five-axle trucks – among the most dangerous configurations

Adding weight to a semi-truck makes it deadlier. Adding weight without adding additional axles is even worse. An additional 4 tons would be supported by the exact same number of tires, brakes and axles as existing 80,000-pound trucks. This means more crashes, equipment violations and longer stopping distances.



Longer Braking

USDOT found the 88,000-pound configuration had a 20-foot longer braking distance, which could be the difference between a miss and a fatal crash.⁵



Higher Crash Rates

Trucks over 80,000 pounds had higher OOS rates and 18 percent higher brake violation rates⁶; trucks with any OOS violation are 362 percent more likely to crash.⁷



Higher Severity

Crash severity is determined by velocity and mass. If truck weight increases, so does the potential severity and the risk for serious injuries or fatalities.



More Wear & Tear

Without any additional equipment, more weight dramatically increases the wear and tear on key safety components like brakes and tires, leading to dangerous operating conditions.

THE BOTTOM LINE: 88,000-pound auto haulers would put motorists at risk, damage infrastructure and invite more requests for heavier trucks.

An Unfunded Mandate for Local Governments

Recent research conducted by CABT and several county officials examined local bridges, which were not evaluated in the USDOT study. The study found **65,157 bridges** not on the National Highway System would be put at risk by 88,000-pound trucks. The cost to replace these bridges would be **\$70.6 billion**.⁸

Adding four tons to the gross vehicle weight without additional axles means axle weights are increased, leading to pavement damage. Of the heavier single-trailer configurations analyzed, USDOT found that the **88,000-pound truck caused the most damage to pavement**.⁹

No auto-hauler loads and unloads on the side of an interstate highway. Local roads and bridges are critical parts of our transportation network and are utilized by trucks on every single trip. This bill includes zero additional funding, leaving local taxpayers to cover the entirety of the cost.

Local bridges put at risk by 88,000-pound trucks	65,157
Cost to replace at-risk local bridges	\$70.6 billion

Commodity-Specific Exemptions Set a Bad Precedent

Allowing one overweight commodity sets a bad precedent. Piecemeal legislation sets the stage for future requests, where Congress is forced to favor or disadvantage specific industries.

This ultimately sets the stage for a nationwide increase. As more exemptions are passed, a complicated patchwork is created that would fuel calls for nationwide weight increases, with devastating consequences for public safety and infrastructure.

"I think it's a strain on our roadways and it certainly opens the floodgates for every other industry. I think they'd have a hard time holding the line to pass this for one specific industry and not have others follow suit."

Statement by Iowa county engineer Ben Hull, discussing a bill to raise timber truck weights as reported in The Hawk Eye, Burlington, IA, April 24, 2019

This Proposal is a Nationwide Mandate

The 88,000-pound auto hauler bill is not optional for states. It is a nationwide federal mandate. The bill says that a state "may not prohibit" these heavier trucks on the Interstate System and qualifying Federal-aid primary highways, and it further bars states from denying reasonable access to loading and unloading points, food, fuel, repair and rest facilities.

This strips states of their ability to decide whether these heavier trucks are appropriate for their roads, bridges, traffic conditions and enforcement capabilities. Instead of letting states protect their own infrastructure and motorists, Congress would force every state to accommodate heavier auto haulers nationwide.

SOURCES

^{1,2,3,4,5,6,8,9} USDOT; 2016. Comprehensive Truck Size and Weight Limits Study, Final Report to Congress
⁷ Highway Research Board; 1962. *The AASHO Road Test, Report 5: Pavement Research. Special Report 61E*
^{4,5} CABT and Bailey et al.; 2025. The Impacts of Heavier Trucks on Local Bridges: 2025 Update
⁷ Insurance Institute for Highway Safety; 2016. Crash Risk Factors for Interstate Large Trucks in North Carolina



National Organizations Opposing Truck Size & Weight Increases

International Association of Chiefs of Police
National Association of Police Organizations
National Sheriffs' Association
National Troopers Coalition
National Association of Emergency Medical Technicians
Towing and Recovery Association of America, Inc
Institute for Safer Trucking
Road Safe America
AAA
American Public Works Association
National Association of Counties
National Association of County Engineers
National Association of Towns and Townships
National League of Cities
The United States Conference of Mayors
Truckload Carriers Association
Owner-Operator Independent Drivers Association
International Brotherhood of Teamsters
SMART Transportation Division
American Short Line and Regional Railroad Association
Association of American Railroads
GoRail
National Railroad Construction and Maintenance Association
Railway Engineering-Maintenance Suppliers Association
Railway Supply Institute

Delaware: By the Numbers

- There were 510 large-truck crashes in Delaware in 2024 - unfortunately, 11 people lost their lives in those crashes and 249 people sustained injuries. From 2014 to 2024, the year with the most recently available data, truck crash fatalities rose by 10% across the state (Federal Motor Carrier Safety Administration).
- Of the 874 bridges in Delaware, there are 498 bridges rated in fair/poor condition - that is over 57% of bridges statewide (Federal Highway Administration).
- CABT conducted a study evaluating the number of local bridges that would be put at risk by 91,000-pound trucks using inspection data for local bridges in each state. For Delaware, we found 68 local bridges would be at risk of needing replacement with a total cost of \$473 mil. (CABT Local Bridge Analysis 2025).
- 36% of Delaware's major roads are in poor or mediocre condition. Driving on deteriorated roads costs motorists \$486 million per year – \$549 per DE driver – in the form of additional repairs, accelerated vehicle depreciation, and increased fuel consumption and tire wear (TRIP 2026).



August 17, 2023

The Honorable Kay Granger
Chair, U.S. House Committee on
Appropriations

The Honorable Rosa DeLauro
Ranking Member, U.S. House Committee on
Appropriations

The Honorable Sam Graves
Chair, U.S. House Committee on
Transportation and Infrastructure

The Honorable Rick Larsen
Ranking Member, U.S. House Committee on
Transportation and Infrastructure

The Honorable Glenn Thompson
Chair, U.S. House Committee on
Agriculture

The Honorable David Scott
Ranking Member, U.S. House Committee on
Agriculture

Dear Committee Chairs and Ranking Members:

On behalf of the National Association of Counties (NACo), the National League of Cities (NLC) and The U.S. Conference of Mayors (USCM), we write to you in strong opposition to any increases to heavy truck size and weight. As the frontline stewards of the nation's infrastructure and public safety, local governments will be directly impacted by the adverse impacts that will result from an increase. **While we strongly believe in developing a bipartisan remedy to the current national supply chain challenges, America's local governments urge you not to do so by increasing heavy truck size or weight.**

Specifically, we are concerned about proposals before Congress that would create a ten-year, 91,000-pound heavy truck pilot program; increase the allowable weight for automobile haulers to accommodate heavier, electric-powered vehicles by ten percent; and increase the axle weight allowance for dry bulk by ten percent. These provisions are not only dangerous in their current form, but they also create slippery slopes for future heavy truck weight increases that jeopardize local communities.

State and local governments already face billions in maintenance infrastructure backlogs and the proposals in question represent further unfunded mandates, including through the establishment of an unusually long "pilot program" allowing an 11,000-pound increase in truck weight that will impose significant new costs. At present, a single tractor trailer fully loaded to industry limits *already* inflicts the same wear and tear as 9,600 passenger cars on our local roads and bridges.

Further, local leaders certainly understand the need to support America's critical farming industry and that it is challenging for agricultural haulers to load dry bulk uniformly where the weight on all truck axles is the same. However, while an axle increase that does not increase gross vehicle weight may seem reasonable, the "fourth power rule" still applies, where the greater the weight load on an axle, the greater the damage caused to a highway, road or bridge occurs at an even faster rate.

As you may know, local governments collectively own and operate a majority share of the nation's roads – nearly four in five of all highway miles – as well as most of the bridges across the country. Most jurisdictions are simply unable to take on the new costs that would result from proposals

increasing truck weight or size. These locally owned roads account for more than half of where all heavy truck vehicle miles are traveled annually, and many are already under duress. In rural areas, roughly 56,000 bridges *already* have posted weight restrictions.

Still, in these challenging local fiscal environments, it is possible to create bypasses around poorly performing roads and bridges, but we cannot replace our residents. In 2020, the National Highway Traffic Safety Administration reported there were nearly 440,000 heavy truck incidents where almost 5,000 Americans were killed. Heavy truck weight or length increases at the federal level threaten more injuries and deaths.

America's cities and counties support returning our national supply chain to an efficient network that supports our daily lives and wellbeing and stand ready to work with you to make necessary improvements. However, adopting a heavy truck weight increase without providing new, direct funding for local infrastructure jeopardizes the safety of our communities. **We strongly urge you to consider the impacts of heavy trucks on the welfare of roadway users and on local roads and bridges already in need of repair and oppose any increases in truck size and weight.**

Sincerely,



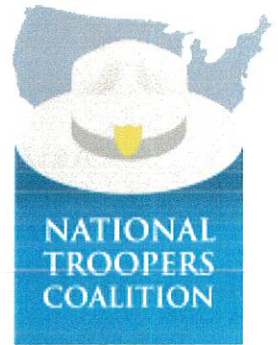
Clarence E. Anthony
CEO & Executive Director
National League of Cities



Matthew D. Chase
CEO & Executive Director
National Association of Counties



Tom Cochran
CEO & Executive Director
The U.S. Conference of Mayors



June 30, 2026

The Honorable Shelley Moore Capito, Chair
Senate Committee on Environment and Public Works

The Honorable Ted Cruz, Chair
Senate Committee on Commerce, Science &
Transportation

The Honorable Sam Graves, Chair
House Committee on Transportation & Infrastructure

The Honorable Sheldon Whitehouse, Ranking Member
Senate Committee on Environment and Public Works

The Honorable Maria Cantwell, Ranking Member
Senate Committee on Commerce, Science &
Transportation

The Honorable Rick Larsen, Ranking Member
House Committee on Transportation & Infrastructure

Dear Chairs Capito, Cruz and Graves and Ranking Members Whitehouse, Cantwell and Larsen:

We, the undersigned organizations representing law enforcement agencies across the country, stand united in our opposition to any proposal that would increase the size or weight of trucks on our roads. As Congress considers surface transportation reauthorization, we urge you to reject any provisions that would allow for heavier or longer trucks.

Including such language in this critical legislation would directly undermine our mission to protect public safety and the lives of our law enforcement officers, who risk their lives daily to keep our roads safe.

Extensive research, including the U.S. Department of Transportation's 2016 Truck Size and Weight Study, has consistently shown that larger trucks are more dangerous. Heavier trucks have higher crash rates and out-of-service rates – including brake violations – compared to those operating at the current 80,000-pound limit. Longer double-trailer trucks (Double 33s) are just as concerning, with significantly higher out-of-service rates and a stopping distance 22 feet longer than the currently allowed twin 28s.

Law enforcement witness firsthand the dangers posed by oversized trucks. In 2024 alone, 5,340 people were killed in crashes involving large trucks—a 44.9% increase since 2010 and the fourth-highest total since 2008. Increasing truck size or weight will only worsen this already alarming trend.

Our officers are also at greater risk. We have seen too many injured or killed in roadside crashes each year. Adding larger trucks to the mix will only increase the danger they face while performing their duties. Current proposals under consideration include:

- A 91,000-pound pilot project
- Heavier auto-haulers
- Heavier trucks carrying logs and other commodities
- Legislation allowing governors to unilaterally increase truck weights on interstates.

Each of these proposals would compromise the safety of motorists and law enforcement officers alike. We cannot afford to gamble with anyone's life.

Our position is clear, and we strongly urge you to oppose any provisions that would increase the size or weight of trucks.

Thank you,



Vince Talucci
Executive Director & CEO
International Association of Chiefs of Police



William J. Johnson, Esq., CAE
Executive Director
National Association of Police Organizations



Sheriff Justin Smith (Ret.)
Executive Director & CEO
National Sheriffs' Association



Andy Matthews, Esq.
Executive Director
National Troopers Coalition

CC: Members of Congress



DELAWARE POLICE CHIEFS' COUNCIL, INC.

400 SOUTH QUEEN STREET, DOVER, DELAWARE 19904

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A RESOLUTION OF THE DELAWARE POLICE CHIEFS' COUNCIL OPPOSING TRUCK WEIGHT OR LENGTH INCREASES

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Legal Advisor

WHEREAS, the Delaware Police Chiefs' Council consists of each police chief in Delaware, as well as the Superintendent of the Delaware State Police. The Council was formed in 1971 for the purpose of improving police services in Delaware and establishing standardization, and uniformity in policies and procedures; and

WHEREAS, Vehicle travel on Delaware's highways increased by 16 percent from 2000 to 2014. Delaware's population grew by 21 percent between 2000 and 2015 (TRIP); and

WHEREAS, heavier or longer tractor-trailers would further endanger motorists and our colleagues who patrol the roads, and USDOT found in limited state testing in 2015 that heavier tractor-trailers had 47 to 400 percent higher crash rates; and

WHEREAS, this is a troubling statistic for all first responders who have seen the damage bigger trucks can cause when involved in a crash; and

WHEREAS, double-trailer trucks that are 91 feet in length, often called "Double 33s", which continue to be considered by Congress, were evaluated as part of the USDOT study, - this truck configuration needs 252 feet to stop, which is 22 feet longer than the twin-trailer configuration operating on highways today; and

WHEREAS, as law enforcement professionals, we know firsthand that longer double-trailer trucks will only increase the dangers of multi-trailer trucks because they can cause passing and merging to become more difficult, as well as create more blind spots that increase the risk of lane change-related collisions; and

WHEREAS, we know from our professional experience that heavier vehicles at high speeds increase crash severity, likelihood of rollover, and more problems with passing and merging.

NOW, THEREFORE, BE IT RESOLVED that we oppose any increases in truck weight or length.

Resolved on this 11th day of October, 2016.

Signed: Chief William E. Bryson, Chairman



July 7, 2025

Congressman /Senator Name
United States Senate/House of Representatives
Office Address

Dear [Senator/Representative Last Name],

On behalf of the Truckload Carriers Association (TCA) and our nationwide membership, we write to express strong opposition to any legislative proposal that would increase federal truck size or weight limits. While some argue these changes could improve efficiency, safety, infrastructure, and economic risks far outweigh any perceived benefit.

Raising truck weight limits to 91,000–97,000 pounds would require most carriers to retrofit equipment with a third axle, an expensive upgrade that small and mid-sized carriers often cannot afford. Shippers are unlikely to share in these costs, and insurance providers have indicated that heavier equipment will result in higher premiums.

These changes would also create an uneven playing field. Heavy-haul carriers operate under strict guidelines with trained drivers and specialized equipment. Broadening access to heavier weights undermines those who have made the investment to operate safely within existing rules.

We are equally concerned about proposals to permit longer trailer combinations, such as Twin 33s. These configurations are significantly more dangerous; studies show an 11% higher fatal crash involvement rate and an additional 22 feet of stopping distance compared to Double 28s. They also worsen the ongoing truck parking shortage and require drivers with special CDL licenses, further narrowing the already tight labor pool.

Allowing heavier or longer trucks would endanger roadway users, increase costs for carriers, and put additional strain on drivers and infrastructure. We respectfully urge you to oppose any effort to increase federal truck size or weight limits.

We appreciate your continued leadership on transportation issues and would welcome the opportunity to work with you on solutions that strengthen freight mobility while keeping our roads safe and our industry strong. Please do not hesitate to reach out if we can ever be a resource to you or your staff.

Best,

Jim Ward
TCA President

INTERNATIONAL BROTHERHOOD OF TEAMSTERS

SEAN M. O'BRIEN

General President

25 Louisiana Avenue, NW
Washington, DC 20001



FRED E. ZUCKERMAN

General Secretary-Treasurer

202-624-6800
www.teamster.org

TEAMSTERS LAW ENFORCEMENT LEAGUE

On behalf of the Teamsters Law Enforcement League, I write in strong opposition to proposals seeking to raise the maximum weight of trucks that operate on our roads. The Teamsters Law Enforcement League represents over 50,000 law enforcement officers, including sworn police officers, sheriffs, detectives, dispatchers and others across more than 400 departments nationwide.

Teamsters law enforcement members frequently interact with commercial motor vehicles, including traffic stops and in the tragic aftermath of truck crashes, and we see the consequences of dangerous trucking operations every day. Our experience as both first responders and investigators makes it clear – heavier trucks are more prone to accidents, and accidents involving heavier trucks are more severe and deadly.

Our role as sworn officers is to protect the public from dangers, both those which can and cannot be anticipated. In the case of permitting heavier trucks, we believe strongly that doing so needlessly invites hazards and increases risk on our local roads and interstates.

On behalf of the thousands of members of the Teamsters Law Enforcement League, I urge you to protect both our members and the communities they serve by rejecting efforts to raise maximum truck weights.

Sincerely,

A handwritten signature in blue ink that reads "Carl A. Bailey".

Carl A. Bailey

Director, Teamsters Law Enforcement League

