



STATE OF NORTH CAROLINA  
DEPARTMENT OF TRANSPORTATION

MICHAEL F. EASLEY  
GOVERNOR

LYNDO TIPPETT  
SECRETARY

March 26, 2002

**Addendum No. 1**

RE: State Project: 8.1402210  
F. A. Project: NHF-STP-64 (68)  
Wake County (R-2547 BA)  
US-64 From I-440 (Raleigh Beltline)  
To New Hope Road.

**MAY 21, 2002 Letting**

To Whom It May Concern:

Reference is made to the plans and proposal form recently furnished to you on the above project.

The following Revisions have been made to the proposal form:

The letting date has been revised from April 16, 2002 to May 21, 2002. On the proposal cover sheet please draw a single line thru April 16, 2002 and insert May 21, 2002 and initial same in ink. (Sample Attached)

On page no. 1, the date of availability has been revised within the project special provisions entitled "Contract Time and Liquidated Damages" and "Intermediate Contract Time Number 1 and Liquidated Damages". Please void page no. 1 in your proposal form and staple the revised page no. 1 thereto.

On page no. 2, a sentence has been added to the third paragraph of the project special provision entitled "Intermediate Contract Time Number 1 and Liquidated Damages". Please void page no. 2 in your proposal form and staple the revised page no. 2 thereto.

On page no. 11, the base index price for diesel fuel has been revised. Please void page no. 11 in your proposal form and staple the revised page no. 11 thereto.

**MAILING ADDRESS:**  
NC DEPARTMENT OF TRANSPORTATION  
CONTRACTS & PROPOSALS  
1591 MAIL SERVICE CENTER  
RALEIGH NC 27699-1591

TELEPHONE: 919-250-4124  
FAX: 919-250-4127  
WEBSITE: [WWW.DOH.DOT.STATE.NC.US](http://WWW.DOH.DOT.STATE.NC.US)

**LOCATION:**  
CENTURY CENTER COMPLEX  
BUILDING B - ENTRANCE B15  
1020 BIRCH RIDGE DRIVE  
RALEIGH NC

New page no. 12-A is being added to include a new project special provision entitled "Substantial Completion". Please staple new page no. 12-A after page no. 12 in your proposal form.

On page nos. 13 and 14, the project special provision entitled "On-Line Electronic Bidding " has been revised. Please void page nos. 13 and 14 in your proposal form and staple the revised page nos. 13 and 14 thereto.

On page no. 47, the base price index for asphalt binder has been revised. Please void page no. 47 in your proposal and staple the revised page no. 47 thereto.

New page no. 141-A is being added to include a list of approved Contractor's for the relocation of the landfill gas pipeline. Please staple new page no. 141-A after page no. 141 in your proposal form.

New page nos. 233-A and 233-B have been added to include the project special provision entitled "Bridge Deck Rideability". Please staple new page nos. 233-A and 233-B after page 233 in your proposal form.

The table of Contents has been revised to reflect the above revisions. Please void the Table of Contents in your proposal form and staple the revised Table of Contents thereto.

On page 22 of the item sheets, line item "351-8113000000-N-SP SID Inspection" has been revised. Please draw a single line thru "15" and insert "6" and initial same in ink. Also on page 22 of the item sheets, line item "352-8115000000-N-SP Crosshole Sonic Logging" has been revised. Please draw a single line thru "5" and insert "12" and initial same in ink. (Sample Attached)

On page 23 of the item sheets, quantities for the following line items have been revised:

Line"353-8116000000-M-SP CSL Tubes" Change 1,344.6 to 3,253.1.

Line"354-8147000000-M-420 Reinforced Concrete Deck Slab" Change 16,310.6 to 16,691.2.

Line "355-8161000000-M-420 Grooving Bridge Floors "Change 13,561.8 to 13,941.2.

Line "357-8182000000-M-420 Class A Concrete (Bridge)" Change 1266.7 to 1276.3.

Line " 363-8217000000-M-425 Reinforcing Steel (Bridge)" Change 645,237 to 649,023.

Line "364-8238000000-M-425 Spiral Column Reinforcing Steel (Bridge) "Change 29,730 to 29,936.

Line "365-8280000000-M-440 Approximately—KG Structural Steel" Change 3,598,900 to 3,647,700.

Line "366-8364000000-M-450 HP310X79 Steel Piles "Change 2,897.4 to 3, 071.4.

R-2547 BA

For each of these line items, please draw a single line thru the old quantity and insert the revised quantity and initial same in ink. (Sample Attached)

On page 24 of the item sheets, line item "371-8531000000-M-462 100MM Slope Protection" has been revised. Please draw a single line thru "5,095.6" and insert "5,045.6" and initial same in ink. (Sample Attached)

The following revision has been made to the Roadway plan:

The letting date on the title sheet has been revised. Please void your existing title sheet and staple the revised title sheet thereto.

The following revisions have been made to the Structure plans:

The letting date on the title sheet has been revised. Please void your existing title sheet and staple the revised title sheet thereto.

The following plan sheets have been revised:


S-221 thru S-225, S-233, S-243 thru S-246, S-248 thru S-289.

As a result of these revisions new sheet nos. S-270A, S-270B and S-289A are being added.

Please void plan sheet nos. S-221 thru S-225, and S-233 and S-243 thru S-246 and S-248 thru S-289 in your plans and staple the revised plan sheet nos. S-221 thru S-225 and S-233 and S-243 thru S-246 and S-248 thru S-289 and new sheet nos. S-270A, S-270B and S-289A thereto.

We are sending new diskettes to those bidders who requested diskettes when ordering proposals for the above referenced project. Please destroy the diskette previously furnished and replace with the diskette dated March 26, 2002.

Sincerely



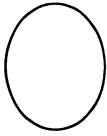
R. A. Garris, P.E.

Contract Officer

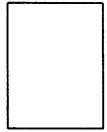
RAG/jag/pa  
(Attachments)

cc: Mr. J. D. Goins, P.E.  
Ms. Emily Lawton  
Mr. S. D. DeWitt, P.E.  
Mr. J. G. Nance, PE (2)  
Ms. D. M. Barbour, P.E.  
Mr. J. V. Barbour, P.E.

Mr. T. V. Rountree, P.E.  
Mr. Jay Bennett, P.E.  
Mr. R. E. Davenport, Jr., P.E.  
Ms. Kim Canady  
Ms. Yany-Ju-Lin  
Project File (2)



STATE OF NORTH CAROLINA  
DEPARTMENT OF TRANSPORTATION  
RALEIGH, N.C.



PROPOSAL

VOID FOR BIDDING

DATE AND TIME OF BID OPENING: ~~APRIL 16, 2002~~ <sup>JAG</sup> **MAY 21, 2002** AT 10:00AM

CONTRACT ID C200391  
WORK ORDER NO. 8.1402210

FEDERAL-AID NO. NHF-STP-64(68)

COUNTY WAKE

T.I.P. NO. R-2547BA

KILOMETERS 1.840

ROUTE NO. US 64

LOCATION US-64 FROM I-440 (RALEIGH BELTLINE) TO NEW HOPE RD.

TYPE OF WORK GRADING, DRAINAGE, PAVING & STRUCTURES.

**NOTICE:**

ALL BIDDERS SHALL COMPLY WITH ALL APPLICABLE LAWS REGULATING THE PRACTICE OF GENERAL CONTRACTING AS CONTAINED IN CHAPTER 87 OF THE GENERAL STATUTES OF NORTH CAROLINA WHICH REQUIRES THE BIDDER TO BE LICENSED BY THE N.C. LICENSING BOARD FOR CONTRACTORS WHEN BIDDING ON ANY NON-FEDERAL AID PROJECT WHERE THE BID IS \$30,000 OR MORE, EXCEPT FOR CERTAIN SPECIALITY WORK AS DETERMINED BY THE LICENSING BOARD. BIDDERS SHALL ALSO COMPLY WITH ALL OTHER APPLICABLE LAWS REGULATING THE PRACTICES OF ELECTRICAL, PLUMBING, HEATING AND AIR CONDITIONING AND REFRIGERATION CONTRACTING AS CONTAINED IN CHAPTER 87 OF THE GENERAL STATUTES OF NORTH CAROLINA.

BIDS WILL BE RECEIVED AS SHOWN BELOW: \$ \_\_\_\_\_

THIS IS A ROADWAY & STRUCTURE PROPOSAL \_\_\_\_\_

\_\_\_\_\_ 5% BID BOND OR BID DEPOSIT REQUIRED \_\_\_\_\_

\_\_\_\_\_ \_\_\_\_\_

**PROJECT SPECIAL PROVISIONS**

General

7-1-95

SP1G01

**CONTRACT TIME AND LIQUIDATED DAMAGES:**

**8-15-00**

The date of availability for this contract is July 1, 2002, except that work in jurisdictional waters and wetlands shall not begin until a meeting between the DOT, Regulatory Agencies, and the Contractor is held as stipulated in the permits contained elsewhere in this proposal. This delay in availability has been considered in determining the contract time for this project.

The completion date for this contract is December 31, 2004.

When observation periods are required by the special provisions, they are not a part of the work to be completed by the completion date and/or intermediate contract times stated in the contract. Should an observation period extend beyond the final completion date, the acceptable completion of the observation period shall be a part of the work covered by the performance and payment bonds.

The liquidated damages for this contract are Two Hundred Dollars (\$200.00) per calendar day. These liquidated damages will not be cumulative with any liquidated damages which may become chargeable under Intermediate Contract Time Number 1. SP1G07

**INTERMEDIATE CONTRACT TIME NUMBER 1 AND LIQUIDATED DAMAGES:**

**7-1-95**

Except for that work required under the Project Special Provisions entitled "Planting" and/or "Reforestation", included elsewhere in this proposal form, the Contractor will be required to complete all work included in this contract and shall place and maintain traffic on same by November 1, 2004.

The date of availability for this intermediate contract time is July 1, 2002.

The liquidated damages for this intermediate contract time are Ten Thousand Dollars (\$10,000.00) per calendar day. As an exception to this amount, where the contract has been determined to be substantially complete as defined elsewhere in the proposal form, the liquidated damages will be reduced to Two Thousand Dollars (\$2,000.00) per calendar day.

Upon apparent completion of all the work required to be completed by this intermediate date, a final inspection will be held in accordance with Article 105-17 and upon acceptance, the Department will assume responsibility for the maintenance of all work except "Planting" and/or "Reforestation". The Contractor will be responsible for and shall make corrections of all damages to the completed roadway caused by his planting operations, whether occurring prior to or after placing traffic thru the project.

SP1G13

The 2002 Standard Specifications for Roads and Structures shall be revised as follows:

Page 1-62, Subarticle 108-10(B). Delete number 5 and substitute the following:

- 5. In the event accumulated authorized extensions in the completion date or intermediate completion date extend the completion date or intermediate completion date beyond December 15 following expiration of the completion date as determined in accordance with the provisions of Article 101-17, the completion date will be further extended by the number of calendar days between December 15 of one year and March 16 of the following year, provided the accumulated authorized time extensions equal to or exceed ten percent of the original time bid. If any portion of such accumulated authorized time extension are for delays which occurred after the original contract time or intermediate contract time (days) expired and during the period between December 15 of one year and March 16 of the following year, this portion of the extension will be deducted from the number of additional calendar days awarded due to the extension of the completion date or intermediate completion date beyond December 15.

**INTERMEDIATE CONTRACT TIME NUMBER 2 AND LIQUIDATED DAMAGES:**

The Contractor shall complete the required work of installing, maintaining, and removing the traffic control devices for drummed lane closures on I-440 and restoring traffic to the existing 3-lane, 1-way traffic pattern in each direction. The Contractor shall not close or narrow a lane of traffic on I-440 while performing work during the following hours:

DAY AND TIME RESTRICTIONS  
 6:00 A.M. TO 9:00 A.M., Monday through Friday  
 3:30 P.M. TO 8:00 P.M., Monday through Friday

In addition, the Contractor shall not close or narrow a lane of traffic on I-440, detain and/or alter the traffic flow on or during holidays, holiday weekends, special events, or any other time when traffic is unusually heavy, including the following schedules:

**HOLIDAY AND HOLIDAY WEEKEND LANE CLOSURE RESTRICTIONS:**

- 1. For **New Year's Day**, between the hours of 6:00 a.m. December 31st and 8:00 p.m. January 2nd. If New Year's Day is on Saturday or Sunday, then until 8:00 p.m. the following Tuesday.
- 2. For **Easter**, between the hours of 6:00 a.m. Thursday and 8:00 p.m. Monday.
- 3. For **Memorial Day**, between the hours of 6:00 a.m. Friday and 8:00 p.m. Tuesday.
- 4. For **Independence Day**, between the hours of 6:00 a.m. the day before Independence Day and 8:00 p.m. the day after Independence Day.

If Independence Day is on a Saturday or Sunday, then between the hours of 6:00 a.m. the Thursday before Independence Day and 8:00 p.m. the Tuesday after Independence Day.

- 5. For **Labor Day**, between the hours of 6:00 a.m. Friday and 8:00 p.m. Tuesday.
- 6. For **Thanksgiving Day**, between the hours of 6:00 a.m. Tuesday and 8:00 p.m. Monday.

<u>Line Code No.</u>	<u>Description</u>
97 thru 113	Guardrail-Guiderail Items
114 thru 122	Fencing Items
126 thru 184	Signing Items
213 thru 214	Long-Life Pavement Markings
215	Pavement Markers
216 thru 259	Utility Construction Items
260 thru 285	Erosion Control Items
286	Reforestation
287 thru 313	Signal Items
349 thru 353	Drilled Pier Items

**FUEL PRICE ADJUSTMENT:**

**2-19-02**

Fuel Price Adjustment for items of work listed below will be made in accordance with Section 109-8 of the Standard Specifications.

The base index price for DIESEL #2 FUEL is \$0.1458 per liter.

The selected item(s) of work and the fuel factor used in calculating adjustments to be made are as follows:

<u>Line Code No.</u>	<u>Description</u>	<u>Units</u>	<u>Fuel Usage Factor</u> <u>Diesel</u>
13-0106000000-M-230	Borrow Excavation	L/C.M.	1.44
			SP1G46

**EXECUTION OF SIGNATURE SHEETS AND DEBARMENT CERTIFICATION:**

**9-18-01**

The Bidder's attention is directed to the various sheets in the proposal form which are to be signed by the Bidder. A list of these sheets is shown below. The signature sheets are located behind the item sheets in the proposal form. The bid bond is inserted in the proposal form.

1. Applicable Signature Sheets: 1, 2, 3, 4, 5, or 6 (Bid)
2. Bid Bond (Proposal Insert)

The Bidder shall certify his and to the best of his knowledge all subcontractors, material suppliers and vendors utilized herein current status concerning suspension, debarment, voluntary exclusion, or determination of ineligibility by any federal agency, in accordance with the "Debarment Certification" located behind the signature sheets in the proposal forms. Execution of the bid signature sheets in conjunction with any applicable statements concerning exceptions, when such statements have been made on the "Debarment Certification", constitutes the Bidders certification of "status" under penalty of perjury under the laws of the United States.

SP1G52

**SUBSTANTIAL COMPLETION:**

The January 2002 Standard Specifications, Page 1-42, Article 105-17, Insert the following after the last paragraph:

When the special provisions provide for a reduction in the rate of liquidated damages for the contract time or an intermediate contract time after the work is substantially complete, the work will be considered substantially complete when the following requirements are satisfied:

1. Through traffic has been placed along the project or along the work required by an intermediate contract time and the work is complete to the extent specified below, and all lanes and shoulders are open such that traffic can move unimpeded at the posted speed. Intersecting roads and service roads are complete to the extent that they provide the safe and convenient use of the facility by the public.
2. The final layers of pavement for all lanes and shoulders along the project or along the work required by an intermediate contract time are complete.
3. All signs are complete and accepted except for the signs on intersecting roadways.
4. All guardrails, drainage devices, ditches, excavation and embankment are complete.
5. Remaining work along the project consists of permanent pavement markings, permanent pavement markers or incidental construction that is away from the paved portion of the roadway.

Upon apparent substantial completion of the entire project or the work required by an intermediate contract time, the Engineer will make an inspection of the work. If the inspection discloses the entire project or the work required by an intermediate contract time is substantially complete, the Engineer will notify the Contractor in writing that the work is substantially complete. If the inspection discloses the entire project or the work required by an intermediate contract time is not substantially complete, the Engineer will notify the Contractor in writing of the work that is not substantially complete. The entire project or the work required by an intermediate contract time will not be considered substantially complete until all of the recommendations made at the time of the inspection have been satisfactorily completed.



**ON-LINE ELECTRONIC BIDDING:**

2-19-02

Page 13, Article 102-8

In the second line of this Article, after the words "Article 102-9", add the words:  
"or Article 102-9.1:"

Page 16

Insert the following Article before Article 102-10:

**"102-9.1 ON-LINE ELECTRONIC BIDDING**

The Bidder may elect to submit bids on-line using the following guidelines:

1. Obtain on-line bidding information from Bid Express™ at [www.bidx.com](http://www.bidx.com) (Note: Obtain an account and valid Digital Signature from Bid Express™ in order to use this method.)
2. Zero (0) is considered a valid bid. DO NOT enter zero (0) in any unit price field unless zero (0) is the intended bid for that item.
3. Include all addenda in the submitted electronic bid. Bid Express™ will not accept a bid which does not contain all addenda. (Correction of Bid Errors) will not apply to On-Line Electronic Bidding.
4. The electronic bid may be changed and resubmitted as many times as desired prior to the advertised bid opening time specified in the Invitation to Bid. The latest properly executed bid submitted electronically or otherwise prior to the advertised bid opening time will constitute the Bid.
5. Submit the appropriate proposal form provided by the Department to include an executed Non-Collusion Affidavit, as described in Article 102-10 and a bid bond or bid deposit, as described in Sub-Article 102-8(10). If the Bidder submits his bid electronically, bid prices shall not be written on the itemized proposal sheets bound in the proposal form. The provisions of Article 102-8 will apply to the preparation of bids except that the bid may be submitted via Bid Express™ On-Line Bid Submission in which case the entries on the itemized proposal sheets will not be required to be in ink. These items shall be delivered in a sealed envelope with the project number, TIP number, county and

Contractor name clearly labeled, to be received no later than 5:00 p.m. the day before the advertised bid opening to:

Physical Address:

Mailing Address:

State Contract Officer  
Design Services Unit  
Century Center Bldg. B  
1020 Birch Ridge Drive  
Raleigh, NC 27610

State Contract Officer  
NC Department of Transportation  
Contracts and Proposals  
1591 Mail Service Center  
Raleigh, NC 27699-1591

- 6. The Department is not responsible if a Bidder cannot submit its bid to Bid Express™. Claims will not be accepted for this. In the event of technical difficulties, the Department reserves the right to postpone the reading of bids for up to four(4) hours past the advertised bid opening time.- SP1G60

**DISADVANTAGED BUSINESS ENTERPRISE**

7-17-01

POLICY

It is the policy of the North Carolina Department of Transportation that Disadvantaged Business Enterprises shall have the opportunity to participate in the performance of contracts financed in whole or in part by Federal Funds in order to create a level playing field.

OBLIGATION

The contractor, subcontractor, and sub-recipient shall not discriminate on the basis of race, color, national origin, or sex in the performance of this contract. The contractor shall carry out applicable requirements of 49 CFR 26 in the award and administration of federally assisted contracts. Failure by the contractor to carry out these requirements is a material breach of this contract, which may result in the termination of this contract or such other remedy as the Department deems necessary.

GOALS

The following goal for participation by Disadvantaged Business Enterprise (DBE) is established for this contract:

Disadvantaged Business Enterprises 11%

The Contractor shall exercise all necessary and reasonable steps to ensure that Disadvantaged Business Enterprises participate in at least the percent of the contract as set forth above as goals for this contract.

**PRICE ADJUSTMENT - ASPHALT BINDER FOR PLANT MIX:**

11-21-00

Price adjustments for asphalt binder for plant mix will be made in accordance with Section 620 of the Standard Specifications as modified herein.

The base price index for asphalt binder for plant mix is \$158.11 per ton (metric ton).

This base price index represents an average of F.O.B. selling prices of asphalt binder at supplier's terminals on March 1, 2002.

SP6R25

**FINAL SURFACE TESTING - ASPHALT PAVEMENTS:**

3-19-02

Perform acceptance testing of the longitudinal profile of the finished pavement surface in accordance with these provisions using a North Carolina Hearne Straightedge (Model No. 1). Furnish and operate the straightedge to determine and record the longitudinal profile of the pavement on a continuous graph. Final surface testing is an integral part of the paving operation and is subject to observation and inspection by the Engineer as deemed necessary.

Push the straightedge manually over the pavement at a speed not exceeding 2 miles per hour (3 kilometers per hour). For all lanes, take profiles in the right wheel path approximately 3 ft (1 m) from the right edge of pavement in the same direction as the paving operation. Make one pass of the straightedge in each full width travel lane. Take profiles as soon as practical after the pavement has been rolled and compacted but in no event later than 24 hours following placement of the pavement unless otherwise authorized by the Engineer. Take profiles over the entire length of final surface travel lane pavement exclusive of structures, approach slabs, paved shoulders, loops, and tapers or other irregular shaped areas of pavement, unless otherwise approved by the Engineer. Full width acceleration or deceleration lanes, -Y- line travel lanes, ramps, turn lanes, and collector lanes, are considered as part of the pavement to be tested in accordance with this provision.

At the beginning and end of each day's testing operations, and at such other times as determined necessary by the Engineer, operate the straightedge over a calibration strip so that correct operation of the straightedge can be verified by the Engineer. The calibration strip must be a 100 ft (30 m) section of pavement that is reasonably level and smooth. Submit each day's calibration graphs with that day's test section graphs to the Engineer. Calibrate the straightedge in accordance with the current NCDOT procedure titled "North Carolina Hearne Straightedge - Calibration and Determination of Cumulative Straightedge Index". Copies of this procedure may be obtained from the Department's Pavement Construction Section.

Plot the straightedge graph at a horizontal scale of approximately 25 ft per inch (3 m per cm) with the vertical scale plotted at a true scale. Record station numbers and references (bridges, approach slabs, culverts, etc.) on the graphs, and distances between references/stations must not exceed 100 ft (30 m). Have the operator record the Date, Project No., Lane Location, Wheel Path Location, Type Mix, and Operator's Name on the graph.

LIST OF APPROVED CONTRACTORS FOR THE RELOCATION OF LANDFILL  
GAS PIPELINE

Organic Waste Technologies

6910 Treeline Drive  
Suite F  
Brecksville, Ohio 44141-3393  
Phone 800-822-7737  
Fax (440) 746-0934  
Contact: Mike Rogozinski

SCS Field Services Corporate Office

4014 Long Beach Boulevard  
Third Floor  
Long Beach California 90807  
Phone (562) 492-6222  
Fax (562) 492-6210  
Regional offices in Austin, Texas; Cincinnati, Ohio; Washington, DC; Phoenix,  
Arizona; and San Diego and San Francisco, California

Hare Pipeline

2320 Ten Ten Road  
Apex, North Carolina 27502  
Phone (919) 362-0001  
Contact: David Hooks

**BRIDGE DECK RIDEABILITY****(SPECIAL)****1.0 GENERAL**

This Special Provision applies only to bridges on Ramp DY, Ramp ACY, & Ramp BDY over Norfolk Southern Railroad, I-440, & Crabtree Creek. This Special Provision shall govern the testing, longitudinal planing, and all other related work associated with obtaining satisfactory rideability of the bridge deck surface.

**2.0 RIDEABILITY REQUIREMENTS**

The entire bridge deck surface shall be tested with a Rainhart Profilograph (Model 1, No. 860) in accordance with the criteria herein. It shall be the Contractor's responsibility to schedule the profilograph testing. The profilograph testing shall be performed by an independent provider approved by the Engineer, using equipment calibrated for both height and distance in accordance with ASTM E1274. Calibration results shall be submitted to the Engineer for approval prior to testing of the bridge deck. The deck area subject to this testing includes all traffic lanes.

Prior to initial profilograph testing, placement of the bridge deck and barrier rail shall be completed within the section to be tested, with the exception of blockouts required for the installation of joints. Do not install joints until the Engineer determines that the rideability requirements herein have been met. Joint locations may be temporarily bridged to facilitate operation of the profilograph and corrective equipment across the joint. All obstructions shall be removed from the bridge deck and the surface shall be swept clean of debris prior to testing. No radio transmissions or other activities that might disrupt the automated profilograph equipment shall be allowed during the testing.

The wheels of the profilograph shall be checked to ensure proper tire pressure as per manufacturer's recommendations. Tires shall be maintained free of debris and buildup during each test run. The profilograph shall be operated at a maximum speed of 3.2 kilometers per hour. Profiles shall be taken with the recording wheel parallel to and approximately 1 meter inside the two outer edges of each travel lane.

Each profilogram shall be plotted at a horizontal scale of 1:250 with the vertical scale plotted at a true scale. Station numbers shall be recorded on the profilogram at distances not to exceed 100 m. Joint locations shall be noted on the profilogram. The Profile Index for each wheel path shall be determined in accordance with the procedure entitled "Determination of Profile Index" available through the Engineer.

A Profile Index per lane shall be determined by averaging the index for the right and left wheel paths for each test section. A test section is defined as a 200 meter length of each lane. The profilogram and Profile Index calculations for all test sections shall be submitted to the Engineer for review. The maximum allowable Profile Index shall not exceed 95 mm per kilometer as determined with a 5 mm blanking band. Individual high points or depressions having deviations in excess of 7.5 mm in 7.5 m on the profilogram shall be

corrected by planing. Additionally, the surface shall meet a 5 mm in 3 meter straightedge check made atop the deck as deemed necessary by the Engineer.

Concrete surfaces outside the traffic lanes along barrier rails and in the area of joint blockouts are not subject to the profilograph requirements. The rideability of these surfaces shall meet a 5 mm in 3 meter straightedge check made atop the deck following all planing on the bridge as deemed necessary by the Engineer.

### **3.0 PLANING**

If any portion of the bridge decks in any span does not meet the rideability requirements above, the full width of all lanes and shoulders in that direction of travel shall be planed beginning 50 meters before and ending 50 meters beyond the limits of the unacceptable test section. Additional planing beyond these limits may be required as deemed necessary by the Engineer. Planing shall be conducted using an approved self-propelled grinding machine with gang mounted diamond saw cutting blades specifically designed for such work. The machine shall have a minimum wheel base length of 4.6 m. It shall be constructed and operated such that it will not cause strain or damage to the deck surface, excessive ravels, aggregate fractures, spalls, or disturbance of transverse joints. The deck shall be longitudinally planed parallel to the roadway centerline. In all cases, after the surface removal by all passes of the planing equipment, the final bar cover shall not be less than plan cover minus 12 mm. In cases where this cannot be achieved, other corrective work may be required as directed by the Engineer.

All slurry or other debris resulting from the grinding operations shall be continuously removed from the surfaces by vacuum pick-up or other approved methods. The slurry must be prevented from flowing into floor drains or onto the ground or body of water under the bridge. All residue shall be disposed off the project.

The Contractor shall provide additional profilograph testing as necessary following planing and any other corrective actions, until the rideability requirements above are satisfied.

### **4.0 BASIS OF PAYMENT**

No separate payment will be made for profilograph testing or planing of the bridge deck. All costs associated with the independent testing procedure, equipment, planing operation, and removal and disposal of slurry resulting from the planing operation shall be considered incidental to the construction of the "Reinforced Concrete Deck Slab".

PROJECT: 8.1402210  
 WAKE COUNTY

TABLE OF CONTENTS

COVER SHEET	
PROPOSAL SHEETS	
PROJECT SPECIAL PROVISIONS (GREEN SHEETS)	PAGE NO.
Contract Time and Liquidated Damages.....	1
Intermediate Contract Time (s).....	1 - 7
Bid Documentation.....	7 - 10
Delay in Right of Entry.....	10
Major Contract Items.....	10
Specialty Items.....	10 - 11
Fuel Price Adjustment.....	11
Execution of Signature Sheets and Debarment Certification.....	11
Submission of Bids.....	12
Schedule of Estimated Completion Progress.....	12
Substantial Completion.....	12A
On-line Electronic Bidding.....	13 - 14
Disadvantaged Business Enterprise.....	14 - 23
Retainage and Prompt Payment.....	23 - 24
Certification for Federal-Aid Contracts.....	24 - 25
Contractor's License Requirements.....	25
Submission of Bids - Alternates.....	25
Domestic Steel and Iron Products.....	26
U.S. Department of Transportation Hotline.....	26
Submission of Records - Federal-Aid Projects.....	27
Subsurface Information.....	27
Payments for Materials – Removable Pavement Marking Material.....	27
Plant Pest Quarantines.....	27 - 28
Cooperation Between Contractors.....	28
Training Requirements.....	28
Safety Vests.....	28
Structure Widening Addendum.....	29
Median Concrete Barrier Removal.....	29
Borrow Material.....	29
Roadway.....	30 - 57
Polyurea Pavement Marking Material.....	58 - 60
Lighting.....	61 - 71
Utility Construction.....	72 - 145
Utility Conflicts.....	146
Erosion Control.....	147 - 158
Signals and Traffic Management Systems.....	159 - 170
Traffic Control.....	171 - 173

County : WAKE

Line #	Item Number	Sec #	Description	Quantity	Unit Cost	Amount
0339	8091000000-N	410	FOUNDATION EXCAVATION FOR BENT ** AT STATION ***** (4,8+56.351 -RPBDY-)	Lump Sum	L.S.	
0340	8091000000-N	410	FOUNDATION EXCAVATION FOR BENT ** AT STATION ***** (5,3+61.081 -RPDY-)	Lump Sum	L.S.	
0341	8091000000-N	410	FOUNDATION EXCAVATION FOR BENT ** AT STATION ***** (5,6+98.878 -RPACY-)	Lump Sum	L.S.	
0342	8091000000-N	410	FOUNDATION EXCAVATION FOR BENT ** AT STATION ***** (5,8+56.351 -RPBDY-)	Lump Sum	L.S.	
0343	8091000000-N	410	FOUNDATION EXCAVATION FOR BENT ** AT STATION ***** (6,6+98.878 -RPACY-)	Lump Sum	L.S.	
0344	8091000000-N	410	FOUNDATION EXCAVATION FOR BENT ** AT STATION ***** (6,8+56.351 -RPBDY-)	Lump Sum	L.S.	
0345	8091000000-N	410	FOUNDATION EXCAVATION FOR BENT ** AT STATION ***** (7,6+98.878 -RPACY-)	Lump Sum	L.S.	
0346	8091000000-N	410	FOUNDATION EXCAVATION FOR BENT ** AT STATION ***** (7,8+56.351 -RPBDY-)	Lump Sum	L.S.	
0347	8091000000-N	410	FOUNDATION EXCAVATION FOR BENT ** AT STATION ***** (8,6+98.878 -RPACY-)	Lump Sum	L.S.	
0348	8091000000-N	410	FOUNDATION EXCAVATION FOR BENT ** AT STATION ***** (8,8+56.351 -RPBDY-)	Lump Sum	L.S.	
0349	8105500000-M	SP	****MM DIA DRILLED PIERS IN SOIL (1219MM)	481.1 M		
0350	8105600000-M	SP	****MM DIA DRILLED PIERS NOT IN SOIL (1219MM)	280 M		
0351	8113000000-N	SP	SID INSPECTION	<del>15</del> 6 JAG EA		
0352	8115000000-N	SP	CROSSHOLE SONIC LOGGING	5 12 JAG EA		



County : WAKE

Line #	Item Number	Sec #	Description	Quantity	Unit Cost	Amount
0353	8116000000-M	SP	CSL TUBES	<del>1,344.6</del> M	3,253.1 JAG	
0354	8147000000-M	420	REINFORCED CONCRETE DECK SLAB	<del>16,310.8</del> M2	16,691.2 JAG	
0355	8161000000-M	420	GROOVING BRIDGE FLOORS	<del>13,501.8</del> M2	13,941.2 JAG	
0356	8175000000-M	420	CLASS AA CONCRETE (BRIDGE)	3,195.3 M3		
0357	8182000000-M	420	CLASS A CONCRETE (BRIDGE)	<del>1,266.7</del> M3	1,276.3 JAG	
0358	8210000000-N	422	BRIDGE APPROACH SLABS, STATION ***** (22+43.606 -L-LT)	Lump Sum	L.S.	
0359	8210000000-N	422	BRIDGE APPROACH SLABS, STATION ***** (22+43.606 -L-RT)	Lump Sum	L.S.	
0360	8210000000-N	422	BRIDGE APPROACH SLABS, STATION ***** (3+61.081 -RPDY-)	Lump Sum	L.S.	
0361	8210000000-N	422	BRIDGE APPROACH SLABS, STATION ***** (6+98.878 -RPACY-)	Lump Sum	L.S.	
0362	8210000000-N	422	BRIDGE APPROACH SLABS, STATION ***** (8+56.351 -RPBDY-)	Lump Sum	L.S.	
0363	8217000000-M	425	REINFORCING STEEL (BRIDGE)	<del>645,237</del> KG	649,023 JAG	
0364	8238000000-M	425	SPIRAL COLUMN REINFORCING STEEL (BRIDGE)	<del>29,730</del> KG	29,936 JAG	
0365	8280000000-M	440	APPROX ..... KG STRUCTURAL STEEL	<del>3,509,900</del> LS	3,647,700 JAG	
0366	8364000000-M	450	HP310X79 STEEL PILES	<del>2,807.4</del> M	3,071.4 JAG	
0367	8384000000-M	450	HP360X108 STEEL PILES	2,438.8 M		
0368	8391000000-N	450	STEEL PILE POINTS	83 EA		
0369	8482000000-M	460	THREE BAR METAL RAIL	209.126 M		
0370	8503000000-M	460	CONCRETE BARRIER RAIL	2,392.985 M		

County : WAKE

Line #	Item Number	Sec #	Description	Quantity	Unit Cost	Amount
0371	8531000000-M	462	100MM SLOPE PROTECTION	<del>5,005.6</del> M2	<i>5,045.6</i> <i>JAG</i>	
0372	8650000000-N	SP	POT BEARINGS	Lump Sum	L.S.	
0373	8657000000-N	430	ELASTOMERIC BEARINGS	Lump Sum	L.S.	
0374	8692000000-N	SP	EVAZOTE JOINT SEALS	Lump Sum	L.S.	
0375	8713000000-N	SP	MODULAR EXPANSION JOINT SEALS	Lump Sum	L.S.	

1159/Feb13/Q 6099619.746/D16908527000/E375

Total Amount Of Bid For Entire Project :