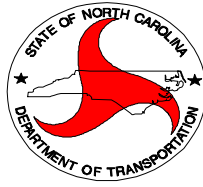


STATE OF NORTH CAROLINA  
**DEPARTMENT OF TRANSPORTATION**



DIVISION FOUR  
**CONTRACT PROPOSAL**

**DATE AND TIME OF BID OPENING:**                      **JULY 23, 2013 at 2:00 PM**

**CONTRACT ID**        **DD00080**  
**WBS**                    **4CR.20421.16**  
**FED. AID NO.**        **STATE FUNDED**  
**COUNTY**              **HALIFAX**  
**T.I.P. NO.**            **N/A**  
**MILES**                **9.72**  
**ROUTE NO.**          **VARIOUS**  
**LOCATION**             **VARIOUS SECTIONS OF SECONDARY ROADS**

**TYPE OF WORK**    **RESURFACING**

**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 SPECIALTY 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. NOT WITHSTANDING THESE LIMITATIONS ON BIDDING, THE BIDDER WHO IS AWARDED ANY PROJECT SHALL COMPLY WITH CHAPTER 87 OF THE GENERAL STATUTES OF NORTH CAROLINA FOR LICENSING REQUIREMENTS WITHIN 60 CALENDAR DAYS OF BID OPENING, REGARDLESS OF FUNDING SOURCES**

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**NAME OF BIDDER**

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**ADDRESS OF BIDDER**

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**PROPOSAL FOR THE CONSTRUCTION OF  
PROJECT 4CR.20421.16  
IN HALIFAX COUNTY NORTH CAROLINA  
JULY 23, 2013  
DEPARTMENT OF TRANSPORTATION,  
WILSON, NORTH CAROLINA**

The Bidder has carefully examined the location of the proposed work to be known as project 4CR.20421.16; has carefully examined the plans and specifications, which are acknowledged to be part of the proposal, the special provisions, the proposal, and the form of contract; and thoroughly understands the stipulations, requirements and provisions. *If the total bid provided by the bidder for the proposed work for the subject project is less than Five Hundred Thousand dollars (\$500,000.00) then a contract payment bond and contract performance bond will not be required. If the total bid provided by the bidder for the proposed work for the subject project is equal to or greater than Five Hundred Thousand dollars (\$500,000.00) then a contract payment bond and contract performance bond will be required for the total amount of the bid.* The undersigned Bidder agrees to bound upon his execution of the bid and subsequent award to him by the Division Four Engineer in accordance with this proposal to provide the necessary contract payment bond and contract performance bond (*if required due to the total bid for the project*) within fourteen days after the written notice requesting these bonds is received by him. The undersigned Bidder further agrees to provide all necessary machinery, tools, labor, and other means of construction; and to do all the work and to furnish all materials, except as otherwise noted, necessary to perform and complete the said contract in accordance with the 2012 Standard Specifications for Roads and Structures by the dates(s) specified in the Project Special Provisions and in accordance with the requirements of the Engineer, and at the unit or lump sum prices, as the case may be, for the various items given on the sheets contained herein.

The Bidder shall provide and furnish all the materials, machinery, implements, appliances and tools, and perform the work and required labor to construct and complete project 4CR.20421.16 in Halifax County, for the unit or lump sum prices, as the case may be, bid by the Bidder in his bid and according to the proposal, plans, and specifications prepared by said Department, which proposal, plans, and specifications show the details covering this project, and hereby become a part of this contract.

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**The published volume entitled "North Carolina Department of Transportation, Raleigh, Standard Specifications for Roads and Structures, January 2012 with all amendments and supplements thereto, is by reference incorporated into and made a part of this contract; that, except as herein modified, all the construction and work included in this contract is to be done in accordance with the specifications contained in said volume, and amendments and supplements thereto, under the direction of the Engineer.**

**If the proposal is accepted and the award is made, the contract is valid only when signed either by the Division Engineer or such other person as may be designated by the Secretary to sign for the Department of Transportation. The conditions and provisions herein cannot be changed except over the signature of the said Division Engineer.**

**The quantities shown in the itemized proposal for the project are considered to be approximate only and are given as the basis for comparison of bids. The Department of Transportation may increase or decrease the quantity of any item or portion of the work as may be deemed necessary or expedient.**

**An increase or decrease in the quantity of any item will not be regarded as sufficient ground for an increase or decrease in the unit prices, nor in the time allowed for the completion of the work, except as provided for the contract.**

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# TABLE OF CONTENTS

## COVER SHEET

## PROPOSAL SHEETS

## PROJECT SPECIAL PROVISIONS

PRECONSTRUCTION MEETING: .....9  
 CONTRACT TIME AND LIQUIDATED DAMAGES: .....9  
 PROSECUTION OF WORK:.....9  
 RAILROAD GRADE CROSSING: .....10  
 POSTED WEIGHT LIMITS: .....10  
 FUEL PRICE ADJUSTMENT: .....10  
 MINORITY BUSINESS ENTERPRISE AND WOMEN BUSINESS ENTERPRISE (DIVISIONS):  
 ..... 11  
 COOPERATION BETWEEN CONTRACTORS: .....24  
 OUTSOURCING OUTSIDE THE USA:.....25  
 GIFTS FROM VENDORS AND CONTRACTORS: .....25  
 EMPLOYMENT: .....25  
 STATE HIGHWAY ADMINISTRATOR TITLE CHANGE: .....26  
 ROADWAY .....27  
 TRAFFIC CONTROL .....35

## STANDARD SPECIAL PROVISIONS

AVAILABILITY OF FUNDS – TERMINATION OF CONTRACTS .....42  
 ERRATA .....43  
 PLANT AND PEST QUARANTINES .....45  
 MINIMUM WAGES .....46  
 AWARD OF CONTRACT .....47  
 MINORITY AND FEMALE EMPLOYMENT REQUIREMENTS .....48  
 ON-THE-JOB TRAINING .....51

## SUMMARY OF QUANTITIES

## TYPICAL SECTIONS

## VICINITY MAPS

## INSTRUCTION TO BIDDERS

## BID FORM

## EXECUTION OF BID, NON-COLLUSION AFFIDAVIT, DEBARMENT CERTIFICATION AND GIFT BAN CERTIFICATION

## LISTING OF MBE AND WBE SUBCONTRACTORS

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## Project Special Provisions

### PRECONSTRUCTION MEETING:

The Contractor shall contact Mr. Terry Ellis at (252) 583-5861 to arrange a Preconstruction conference. The project superintendent is required to attend the Preconstruction conference.

### CONTRACT TIME AND LIQUIDATED DAMAGES:

(7-1-95) (Rev.12-18-07)

SP1 G05A

The date of availability for this contract will be upon notification of contract approval.

Completion date for this contract is **October 15, 2014**.

Except where otherwise provided by the contract, observation periods required by the contract will not be a part of the work to be completed by the completion date and/or intermediate contract times stated in the contract. The acceptable completion of the observation periods that extend beyond the final completion date shall be a part of the work covered by the performance and payment bonds.

The liquidated damages for this contract are **Four Hundred Dollars (\$400.00)** per calendar day. At the preconstruction conference the Contractor shall declare his expected date for beginning work. Should the Contractor desire to revise this date after the preconstruction conference, he shall notify the Engineer in writing at least thirty (30) days prior to the revised date.

### PROSECUTION OF WORK:

(7-1-95) (Rev. 8-21-12)

108

SP1 G15R

The Contractor will be required to prosecute the work in a continuous and uninterrupted manner from the time he begins the work until completion and final acceptance of the project. The Contractor will not be permitted to suspend his operations except for reasons beyond his control or except where the Engineer has authorized a suspension of the Contractor's operations in writing.

In the event that the Contractor's operations are suspended in violation of the above provisions, the sum of **\$ 400.00** will be charged the Contractor for each and every calendar day that such suspension takes place. The said amount is hereby agreed upon as liquidated damages due to extra engineering and maintenance costs and due to increased public hazard resulting from a suspension of the work. Liquidated damages chargeable due to suspension of the work will be additional to any liquidated damages that may become chargeable due to failure to complete the work on time.

**RAILROAD GRADE CROSSING:**

(7-1-95) (Rev. 1-15-13)

107-9

SP1 G17R

Provide at least 2 weeks advance notice to the railroad's local Roadmaster or Track Supervisor when the use of slow-moving or stopped equipment is required over at-grade railroad crossings.

**POSTED WEIGHT LIMITS:**

(7-1-95) (Rev. 8-21-12)

107

SP1 G 24R

The Contractor's attention is directed to the fact that many Primary and Secondary Roads and bridges are posted with weight limits less than the legal limit. Do not exceed the posted weight limits in transporting materials and/or equipment to the projects, unless otherwise indicated below. Make a thorough examination of all projects and haul routes and be prepared to discuss them at the Preconstruction Conference.

**FUEL PRICE ADJUSTMENT:**

(11-15-05) (Rev. 1-17-12)

109-8

SP1 G43

Revise the *2012 Standard Specifications* as follows:

**Page 1-83, Article 109-8, Fuel Price Adjustments**, add the following:

The base index price for DIESEL #2 FUEL is \$ **2.8880** per gallon. Where any of the following are included as pay items in the contract, they will be eligible for fuel price adjustment.

The pay items and the fuel factor used in calculating adjustments to be made will be as follows:

| <b>Description</b>                              | <b>Units</b> | <b>Fuel Usage<br/>Factor<br/>Diesel</b> |
|---|--------------|---|
| Unclassified Excavation                         | Gal/CY       | 0.29                                    |
| Borrow Excavation                               | Gal/CY       | 0.29                                    |
| Class IV Subgrade Stabilization                 | Gal/Ton      | 0.55                                    |
| Aggregate Base Course                           | Gal/Ton      | 0.55                                    |
| Asphalt Concrete Base Course, Type ____         | Gal/Ton      | 2.90                                    |
| Asphalt Concrete Intermediate Course, Type ____ | Gal/Ton      | 2.90                                    |
| Asphalt Concrete Surface Course, Type ____      | Gal/Ton      | 2.90                                    |
| Open-Graded Asphalt Friction Course             | Gal/Ton      | 2.90                                    |
| Sand Asphalt Surface Course, Type ____          | Gal/Ton      | 2.90                                    |
| Aggregate for Cement Treated Base Course        | Gal/Ton      | 0.55                                    |
| Portland Cement for Cement Treated Base Course  | Gal/Ton      | 0.55                                    |
| __ " Portland Cement Concrete Pavement          | Gal/SY       | 0.245                                   |
| Concrete Shoulders Adjacent to __ " Pavement    | Gal/SY       | 0.245                                   |

**MINORITY BUSINESS ENTERPRISE AND WOMEN BUSINESS ENTERPRISE****(DIVISIONS):**

(10-16-07)(Rev. 5-21-13)

102-15(J)

SP1 G67

**Description**

The purpose of this Special Provision is to carry out the North Carolina Department of Transportation's policy of ensuring nondiscrimination in the award and administration of contracts financed in whole or in part with State funds.

**Definitions**

*Additional MBE/WBE Subcontractors* - Any MBE/WBE submitted at the time of bid that will not be used to meet either the MBE or WBE goal. No submittal of a Letter of Intent is required.

*Committed MBE/WBE Subcontractor* - Any MBE/WBE submitted at the time of bid that is being used to meet either the MBE or WBE goal by submission of a Letter of Intent. Or any MBE or WBE used as a replacement for a previously committed MBE or WBE firm.

*Contract Goals Requirement* - The approved MBE and WBE participation at time of award, but not greater than the advertised contract goals for each.

*Goal Confirmation Letter* - Written documentation from the Department to the bidder confirming the Contractor's approved, committed MBE and WBE participation along with a listing of the committed MBE and WBE firms.

*Manufacturer* - A firm that operates or maintains a factory or establishment that produces on the premises, the materials or supplies obtained by the Contractor.

*MBE Goal* - A portion of the total contract, expressed as a percentage, that is to be performed by committed MBE subcontractor(s).

*Minority Business Enterprise (MBE)* - A firm certified as a Disadvantaged Minority-Owned Business Enterprise through the North Carolina Unified Certification Program.

*Regular Dealer* - A firm that owns, operates, or maintains a store, warehouse, or other establishment in which the materials or supplies required for the performance of the contract are bought, kept in stock, and regularly sold to the public in the usual course of business. A regular dealer engages in, as its principal business and in its own name, the purchase and sale or lease of the products in question. A regular dealer in such bulk items as steel, cement, gravel, stone, and petroleum products need not keep such products in stock, if it owns and operates distribution equipment for the products. Brokers and packagers are not regarded as manufacturers or regular dealers within the meaning of this section.

*North Carolina Unified Certification Program (NCUCP)* - A program that provides comprehensive services and information to applicants for MBE/WBE certification.

The MBE/WBE program follows the same regulations as the federal Disadvantaged Business Enterprise (DBE) program in accordance with 49 CFR Part 26.

*United States Department of Transportation (USDOT)* - Federal agency responsible for issuing regulations (49 CFR Part 26) and official guidance for the DBE program.

*WBE Goal* - A portion of the total contract, expressed as a percentage, that is to be performed by committed WBE subcontractor(s).

*Women Business Enterprise (WBE)* - A firm certified as a Disadvantaged Women-Owned Business Enterprise through the North Carolina Unified Certification Program.

### **Forms and Websites Referenced in this Provision**

*Payment Tracking System* - On-line system in which the Contractor enters the payments made to MBE and WBE subcontractors who have performed work on the project.  
<https://apps.dot.state.nc.us/Vendor/PaymentTracking/>

*DBE-IS Subcontractor Payment Information* - Form for reporting the payments made to all MBE/WBE firms working on the project. This form is for paper bid projects only.  
<http://www.ncdot.org/doh/forms/files/DBE-IS.xls>

*RF-1 MBE/WBE Replacement Request Form* - Form for replacing a committed MBE or WBE.  
<http://connect.ncdot.gov/projects/construction/Construction%20Forms/DBE%20MBE%20WBE%20Replacement%20Request%20Form.pdf>

*SAF Subcontract Approval Form* - Form required for approval to sublet the contract.  
<http://connect.ncdot.gov/projects/construction/Construction%20Forms/Subcontract%20Approval%20Form%20Rev.%202012.zip>

*JC-1 Joint Check Notification Form* - Form and procedures for joint check notification. The form acts as a written joint check agreement among the parties providing full and prompt disclosure of the expected use of joint checks.

<http://connect.ncdot.gov/projects/construction/Construction%20Forms/Joint%20Check%20Notification%20Form.pdf>

*Letter of Intent* - Form signed by the Contractor and the MBE/WBE subcontractor, manufacturer or regular dealer that affirms that a portion of said contract is going to be performed by the signed MBE/WBE for the amount listed at the time of bid.

<http://connect.ncdot.gov/letting/LetCentral/Letter%20of%20Intent%20to%20Perform%20as%20a%20Subcontractor.pdf>

*Listing of MBE and WBE Subcontractors Form* - Form for entering MBE/WBE subcontractors on a project that will meet this MBE and WBE goals. This form is for paper bids only.

[http://connect.ncdot.gov/municipalities/Bid%20Proposals%20for%20LGA%20Content/09%20MBE-WBE%20Subcontractors%20\(State\).doc](http://connect.ncdot.gov/municipalities/Bid%20Proposals%20for%20LGA%20Content/09%20MBE-WBE%20Subcontractors%20(State).doc)

*Subcontractor Quote Comparison Sheet* - Spreadsheet for showing all subcontractor quotes in the work areas where MBEs and WBEs quoted on the project. This sheet is submitted with good faith effort packages.

<http://connect.ncdot.gov/business/SmallBusiness/Documents/DBE%20Subcontractor%20Quote%20Comparison%20Example.xls>

### **MBE and WBE Goal**

The following goals for participation by Minority Business Enterprises and Women Business Enterprises are established for this contract:

(A) Minority Business Enterprises **2.0** %

- (1) *If the MBE goal is more than zero*, the Contractor shall exercise all necessary and reasonable steps to ensure that MBEs participate in at least the percent of the contract as set forth above as the MBE goal.
- (2) *If the MBE goal is zero*, the Contractor shall make an effort to recruit and use MBEs during the performance of the contract. Any MBE participation obtained shall be reported to the Department.

(B) Women Business Enterprises **2.0** %

- (1) *If the WBE goal is more than zero*, the Contractor shall exercise all necessary and reasonable steps to ensure that WBEs participate in at least the percent of the contract as set forth above as the WBE goal.
- (2) *If the WBE goal is zero*, the Contractor shall make an effort to recruit and use WBEs during the performance of the contract. Any WBE participation obtained shall be reported to the Department.

### **Directory of Transportation Firms (Directory)**

Real-time information is available about firms doing business with the Department and firms that are certified through NCUCP in the Directory of Transportation Firms. Only firms identified in the Directory as MBE and WBE certified shall be used to meet the MBE and WBE goals respectively. The Directory can be found at the following link.  
<https://partner.ncdot.gov/VendorDirectory/default.html>

The listing of an individual firm in the directory shall not be construed as an endorsement of the firm's capability to perform certain work.

### **Listing of MBE/WBE Subcontractors**

At the time of bid, bidders shall submit all MBE and WBE participation that they anticipate to use during the life of the contract. Only those identified to meet the MBE goal and the WBE goal will be considered committed, even though the listing shall include both committed MBE/WBE subcontractors and additional MBE/WBE subcontractors. Any additional MBE/WBE subcontractor participation submitted at the time of bid will be used toward overall race-neutral goals. Only those firms with current MBE and WBE certification at the time of bid opening will be acceptable for listing in the bidder's submittal of MBE and WBE participation. The Contractor shall indicate the following required information:

**Blank forms will not be deemed to represent zero participation.** Bids submitted that do not have MBE and WBE participation indicated on the appropriate form will not be read publicly during the opening of bids. The Department will not consider these bids for award and the proposal will be rejected.

- (A) *If either the MBE or WBE goal is more than zero,*
- (1) Bidders, at the time the bid proposal is submitted, shall submit a listing of MBE/WBE participation, including the names and addresses on *Listing of MBE and WBE Subcontractors* contained elsewhere in the contract documents in order for the bid to be considered responsive. Bidders shall indicate the total dollar value of the MBE and WBE participation for the contract.
  - (2) If bidders have no MBE or WBE participation, they shall indicate this on the *Listing of MBE and WBE Subcontractors* by entering the word "None" or the number "0." This form shall be completed in its entirety.
  - (3) The bidder shall be responsible for ensuring that the MBE/WBE is certified at the time of bid by checking the Directory of Transportation Firms. If the firm is not certified at the time of the bid-letting, that MBE's or WBE's participation will not count towards achieving the corresponding goal.
- (B) *If either the MBE or WBE goal is zero,* bidders, at the time the bid proposal is submitted, shall enter the word "None"; or the number "0"; or if there is participation, add the value on the *Listing of MBE and WBE Subcontractors* contained elsewhere in the contract documents.

### **MBE or WBE Prime Contractor**

When a certified MBE or WBE firm bids on a contract that contains MBE and WBE goals, the firm is responsible for meeting the goals or making good faith efforts to meet the goals, just like any other bidder. In most cases, a MBE or WBE bidder on a contract will meet one of the goals by virtue of the work it performs on the contract with its own forces. However, all the work that is performed by the MBE or WBE bidder and any other similarly certified subcontractors will

count toward the goal. The MBE or WBE bidder shall list itself along with any MBE or WBE subcontractors, if any, in order to receive credit toward the goals.

For example, on a proposed contract, the WBE goal is 10%, and the MBE goal is 8%. A WBE bidder puts in a bid where they will perform 40% of the contract work and have a WBE subcontractor which will perform another 5% of the work. Together the two WBE firms submit on the *Listing of MBE and WBE Subcontractors* a value of 45% of the contract which fulfills the WBE goal. The 8% MBE goal shall be obtained through MBE participation with MBE certified subcontractors or documented through a good faith effort. It should be noted that you cannot combine the two goals to meet an overall value. The two goals shall remain separate.

MBE/WBE prime contractors shall also follow Sections A or B listed under *Listing of MBE/WBE Subcontractors* just as a non-MBE/WBE bidder would.

### **Written Documentation – Letter of Intent**

The bidder shall submit written documentation for each MBE/WBE that will be used to meet the MBE and WBE goals of the contract, indicating the bidder's commitment to use the MBE/WBE in the contract. This documentation shall be submitted on the Department's form titled *Letter of Intent*.

The documentation shall be received in the office of the Engineer no later than 12:00 noon of the sixth calendar day following opening of bids, unless the sixth day falls on Saturday, Sunday or an official state holiday. In that situation, it is due in the office of the Engineer no later than 12:00 noon on the next official state business day.

If the bidder fails to submit the Letter of Intent from each committed MBE and WBE to be used toward the MBE and WBE goals, or if the form is incomplete (i.e. both signatures are not present), the MBE/WBE participation will not count toward meeting the MBE/WBE goal. If the lack of this participation drops the commitment below either the MBE or WBE goal, the Contractor shall submit evidence of good faith efforts for the goal not met, completed in its entirety, to the Engineer no later than 12:00 noon of the eighth calendar day following opening of bids, unless the eighth day falls on Saturday, Sunday or an official state holiday. In that situation, it is due in the office of the Engineer no later than 12:00 noon on the next official state business day.

### **Submission of Good Faith Effort**

If the bidder fails to meet or exceed either the MBE or the WBE goal, the apparent lowest responsive bidder shall submit to the Department documentation of adequate good faith efforts made to reach that specific goal(s).

One complete set and (1) copy of this information shall be received in the office of the Engineer no later than 12:00 noon of the sixth calendar day following opening of bids, unless the sixth day falls on Saturday, Sunday or an official state holiday. In that situation, it is due in the office of the Engineer no later than 12:00 noon on the next official state business day.

Note: Where the information submitted includes repetitious solicitation letters, it will be acceptable to submit a representative letter along with a distribution list of the firms that were solicited. Documentation of MBE/WBE quotations shall be a part of the good faith effort submittal. This documentation may include written subcontractor quotations, telephone log notations of verbal quotations, or other types of quotation documentation.

### **Consideration of Good Faith Effort for Projects with MBE/WBE Goals More Than Zero**

Adequate good faith efforts mean that the bidder took all necessary and reasonable steps to achieve the goal which, by their scope, intensity, and appropriateness, could reasonably be expected to obtain sufficient MBE/WBE participation. Adequate good faith efforts also mean that the bidder actively and aggressively sought MBE/WBE participation. Mere *pro forma* efforts are not considered good faith efforts.

The Department will consider the quality, quantity, and intensity of the different kinds of efforts a bidder has made. Listed below are examples of the types of actions a bidder will take in making a good faith effort to meet the goals and are not intended to be exclusive or exhaustive, nor is it intended to be a mandatory checklist.

- (A) Soliciting through all reasonable and available means (e.g. attendance at pre-bid meetings, advertising, written notices, use of verifiable electronic means through the use of the NCDOT Directory of Transportation Firms) the interest of all certified MBEs/WBEs who have the capability to perform the work of the contract. The bidder must solicit this interest within at least 10 days prior to bid opening to allow the MBEs/WBEs to respond to the solicitation. Solicitation shall provide the opportunity to MBEs/WBEs within the Division and surrounding Divisions where the project is located. The bidder must determine with certainty if the MBEs/WBEs are interested by taking appropriate steps to follow up initial solicitations.
- (B) Selecting portions of the work to be performed by MBEs/WBEs in order to increase the likelihood that the MBE and WBE goals will be achieved.
  - (1) Where appropriate, break out contract work items into economically feasible units to facilitate MBE/WBE participation, even when the prime contractor might otherwise prefer to perform these work items with its own forces.
  - (2) Negotiate with subcontractors to assume part of the responsibility to meet the contract MBE/WBE goals when the work to be sublet includes potential for MBE/WBE participation (2<sup>nd</sup> and 3<sup>rd</sup> tier subcontractors).
- (C) Providing interested MBEs/WBEs with adequate information about the plans, specifications, and requirements of the contract in a timely manner to assist them in responding to a solicitation.
- (D) (1) Negotiating in good faith with interested MBEs/WBEs. It is the bidder's



responsibility to make a portion of the work available to MBE/WBE subcontractors and suppliers and to select those portions of the work or material needs consistent with the available MBE/WBE subcontractors and suppliers, so as to facilitate MBE/WBE participation. Evidence of such negotiation includes the names, addresses, and telephone numbers of MBEs/WBEs that were considered; a description of the information provided regarding the plans and specifications for the work selected for subcontracting; and evidence as to why additional agreements could not be reached for MBEs/WBEs to perform the work.

- (2) A bidder using good business judgment would consider a number of factors in negotiating with subcontractors, including MBE/WBE subcontractors, and would take a firm's price and capabilities as well as contract goals into consideration. However, the fact that there may be some additional costs involved in finding and using MBEs/WBEs is not in itself sufficient reason for a bidder's failure to meet the contract MBE or WBE goals, as long as such costs are reasonable. Also, the ability or desire of a prime contractor to perform the work of a contract with its own organization does not relieve the bidder of the responsibility to make good faith efforts. Bidding contractors are not, however, required to accept higher quotes from MBEs/WBEs if the price difference is excessive or unreasonable.
- (E) Not rejecting MBEs/WBEs as being unqualified without sound reasons based on a thorough investigation of their capabilities. The bidder's standing within its industry, membership in specific groups, organizations, or associates and political or social affiliations (for example, union vs. non-union employee status) are not legitimate causes for the rejection or non-solicitation of bids in the bidder's efforts to meet the project goal.
- (F) Making efforts to assist interested MBEs/WBEs in obtaining bonding, lines of credit, or insurance as required by the recipient or bidder.
- (G) Making efforts to assist interested MBEs/WBEs in obtaining necessary equipment, supplies, materials, or related assistance or services.
- (H) Effectively using the services of available minority/women community organizations; minority/women contractors' groups; Federal, State, and local minority/women business assistance offices; and other organizations as allowed on a case-by-case basis to provide assistance in the recruitment and placement of MBEs/WBEs. Contact within 7 days from the bid opening NCDOT's Business Development Manager in the Business Opportunity and Work Force Development Unit to give notification of the bidder's inability to get MBE or WBE quotes.
- (I) Any other evidence that the bidder submits which shows that the bidder has made reasonable good faith efforts to meet the MBE and WBE goal.

In addition, the Department may take into account the following:

- (1) Whether the bidder's documentation reflects a clear and realistic plan for achieving the MBE and WBE goals.
- (2) The bidders' past performance in meeting the MBE and WBE goals.
- (3) The performance of other bidders in meeting the MBE and WBE goals. For example, when the apparent successful bidder fails to meet the goals, but others meet it, you may reasonably raise the question of whether, with additional reasonable efforts the apparent successful bidder could have met the goals. If the apparent successful bidder fails to meet the MBE and WBE goals, but meets or exceeds the average MBE and WBE participation obtained by other bidders, the Department may view this, in conjunction with other factors, as evidence of the apparent successful bidder having made a good faith effort.

If the Department does not award the contract to the apparent lowest responsive bidder, the Department reserves the right to award the contract to the next lowest responsive bidder that can satisfy to the Department that the MBE and WBE goals can be met or that an adequate good faith effort has been made to meet the MBE and WBE goals.

### **Non-Good Faith Appeal**

The Engineer will notify the contractor verbally and in writing of non-good faith. A contractor may appeal a determination of non-good faith made by the Goal Compliance Committee. If a contractor wishes to appeal the determination made by the Committee, they shall provide written notification to the Engineer. The appeal shall be made within 2 business days of notification of the determination of non-good faith.

### **Counting MBE/WBE Participation Toward Meeting MBE/WBE Goals**

#### **(A) Participation**

The total dollar value of the participation by a committed MBE/WBE will be counted toward the contract goal requirements. The total dollar value of participation by a committed MBE/WBE will be based upon the value of work actually performed by the MBE/WBE and the actual payments to MBE/WBE firms by the Contractor.

#### **(B) Joint Checks**

Prior notification of joint check use shall be required when counting MBE/WBE participation for services or purchases that involves the use of a joint check. Notification shall be through submission of Form JC-1 (*Joint Check Notification Form*) and the use of joint checks shall be in accordance with the Department's Joint Check Procedures.

## (C) Subcontracts (Non-Trucking)

A MBE/WBE may enter into subcontracts. Work that a MBE subcontracts to another MBE firm may be counted toward the MBE contract goal requirement. The same holds for work that a WBE subcontracts to another WBE firm. Work that a MBE subcontracts to a non-MBE firm does not count toward the MBE contract goal requirement. Again, the same holds true for the work that a WBE subcontracts to a non-WBE firm. If a MBE or WBE contractor or subcontractor subcontracts a significantly greater portion of the work of the contract than would be expected on the basis of standard industry practices, it shall be presumed that the MBE or WBE is not performing a commercially useful function. The MBE/WBE may present evidence to rebut this presumption to the Department. The Department's decision on the rebuttal of this presumption may be subject to review by the Office of Inspector General, NCDOT.

## (D) Joint Venture

When a MBE or WBE performs as a participant in a joint venture, the Contractor may count toward its contract goal requirement a portion of the total value of participation with the MBE or WBE in the joint venture, that portion of the total dollar value being a distinct clearly defined portion of work that the MBE or WBE performs with its forces.

## (E) Suppliers

A contractor may count toward its MBE or WBE requirement 60 percent of its expenditures for materials and supplies required to complete the contract and obtained from a MBE or WBE regular dealer and 100 percent of such expenditures from a MBE or WBE manufacturer.

## (F) Manufacturers and Regular Dealers

A contractor may count toward its MBE or WBE requirement the following expenditures to MBE/WBE firms that are not manufacturers or regular dealers:

- (1) The fees or commissions charged by a MBE/WBE firm for providing a *bona fide* service, such as professional, technical, consultant, or managerial services, or for providing bonds or insurance specifically required for the performance of a DOT-assisted contract, provided the fees or commissions are determined to be reasonable and not excessive as compared with fees and commissions customarily allowed for similar services.
- (2) With respect to materials or supplies purchased from a MBE/WBE, which is neither a manufacturer nor a regular dealer, count the entire amount of fees or commissions charged for assistance in the procurement of the materials and supplies, or fees or transportation charges for the delivery of materials or supplies required on a job site (but not the cost of the materials and supplies themselves),

provided the fees are determined to be reasonable and not excessive as compared with fees customarily allowed for similar services.

### **Commercially Useful Function**

#### **(A) MBE/WBE Utilization**

The Contractor may count toward its contract goal requirement only expenditures to MBEs and WBEs that perform a commercially useful function in the work of a contract. A MBE/WBE performs a commercially useful function when it is responsible for execution of the work of the contract and is carrying out its responsibilities by actually performing, managing, and supervising the work involved. To perform a commercially useful function, the MBE/WBE shall also be responsible with respect to materials and supplies used on the contract, for negotiating price, determining quality and quantity, ordering the material and installing (where applicable) and paying for the material itself. To determine whether a MBE/WBE is performing a commercially useful function, the Department will evaluate the amount of work subcontracted, industry practices, whether the amount the firm is to be paid under the contract is commensurate with the work it is actually performing and the MBE/WBE credit claimed for its performance of the work, and any other relevant factors.

#### **(B) MBE/WBE Utilization in Trucking**

The following factors will be used to determine if a MBE or WBE trucking firm is performing a commercially useful function:

- (1) The MBE/WBE shall be responsible for the management and supervision of the entire trucking operation for which it is responsible on a particular contract, and there shall not be a contrived arrangement for the purpose of meeting the MBE or WBE goal.
- (2) The MBE/WBE shall itself own and operate at least one fully licensed, insured, and operational truck used on the contract.
- (3) The MBE/WBE receives credit for the total value of the transportation services it provides on the contract using trucks it owns, insures, and operates using drivers it employs.
- (4) The MBE may subcontract the work to another MBE firm, including an owner-operator who is certified as a MBE. The same holds true that a WBE may subcontract the work to another WBE firm, including an owner-operator who is certified as a WBE. When this occurs, the MBE or WBE who subcontracts work receives credit for the total value of the transportation services the subcontracted MBE or WBE provides on the contract. It should be noted that every effort shall be made by MBE and WBE contractors to subcontract to the same certification (i.e., MBEs to MBEs and WBEs to WBEs), in order to fulfill

the goal requirement. This, however, may not always be possible due to the limitation of firms in the area. If the MBE or WBE firm shows a good faith effort has been made to reach out to similarly certified transportation service providers and there is no interest or availability, and they can get assistance from other certified providers, the Engineer will not hold the prime liable for meeting the goal.

- (5) The MBE/WBE may also subcontract the work to a non-MBE/WBE firm, including from an owner-operator. The MBE/WBE who subcontracts the work to a non-MBE/WBE is entitled to credit for the total value of transportation services provided by the non-MBE/WBE subcontractor not to exceed the value of transportation services provided by MBE/WBE-owned trucks on the contract. Additional participation by non-MBE/WBE subcontractors receives credit only for the fee or commission it receives as a result of the subcontract arrangement. The value of services performed under subcontract agreements between the MBE/WBE and the Contractor will not count towards the MBE/WBE contract requirement.
- (6) A MBE/WBE may lease truck(s) from an established equipment leasing business open to the general public. The lease must indicate that the MBE/WBE has exclusive use of and control over the truck. This requirement does not preclude the leased truck from working for others during the term of the lease with the consent of the MBE/WBE, so long as the lease gives the MBE/WBE absolute priority for use of the leased truck. This type of lease may count toward the MBE/WBE's credit as long as the driver is under the MBE/WBE's payroll.
- (7) Subcontracted/leased trucks shall display clearly on the dashboard the name of the MBE/WBE that they are subcontracted/leased to and their own company name if it is not identified on the truck itself. Magnetic door signs are not permitted.

### **MBE/WBE Replacement**

When a Contractor has relied on a commitment to a MBE or WBE firm (or an approved substitute MBE or WBE firm) to meet all or part of a contract goal requirement, the contractor shall not terminate the MBE/WBE for convenience. This includes, but is not limited to, instances in which the Contractor seeks to perform the work of the terminated subcontractor with another MBE/WBE subcontractor, a non-MBE/WBE subcontractor, or with the Contractor's own forces or those of an affiliate. A MBE/WBE may only be terminated after receiving the Engineer's written approval based upon a finding of good cause for the termination.

All requests for replacement of a committed MBE/WBE firm shall be submitted to the Engineer for approval on Form RF-1 (*Replacement Request*). If the Contractor fails to follow this procedure, the Contractor may be disqualified from further bidding for a period of up to 6 months.

The Contractor shall comply with the following for replacement of a committed MBE/WBE:

(A) Performance Related Replacement

When a committed MBE is terminated for good cause as stated above, an additional MBE that was submitted at the time of bid may be used to fulfill the MBE commitment. The same holds true if a committed WBE is terminated for good cause, an additional WBE that was submitted at the time of bid may be used to fulfill the WBE goal. A good faith effort will only be required for removing a committed MBE/WBE if there were no additional MBEs/WBEs submitted at the time of bid to cover the same amount of work as the MBE/WBE that was terminated.

If a replacement MBE/WBE is not found that can perform at least the same amount of work as the terminated MBE/WBE, the Contractor shall submit a good faith effort documenting the steps taken. Such documentation shall include, but not be limited to, the following:

- (1) Copies of written notification to MBEs/WBEs that their interest is solicited in contracting the work defaulted by the previous MBE/WBE or in subcontracting other items of work in the contract.
- (2) Efforts to negotiate with MBEs/WBEs for specific subbids including, at a minimum:
  - (a) The names, addresses, and telephone numbers of MBEs/WBEs who were contacted.
  - (b) A description of the information provided to MBEs/WBEs regarding the plans and specifications for portions of the work to be performed.
- (3) A list of reasons why MBE/WBE quotes were not accepted.
- (4) Efforts made to assist the MBEs/WBEs contacted, if needed, in obtaining bonding or insurance required by the Contractor.

(B) Decertification Replacement

- (1) When a committed MBE/WBE is decertified by the Department after the SAF (*Subcontract Approval Form*) has been received by the Department, the Department will not require the Contractor to solicit replacement MBE/WBE participation equal to the remaining work to be performed by the decertified firm. The participation equal to the remaining work performed by the decertified firm will count toward the contract goal requirement.
- (2) When a committed MBE/WBE is decertified prior to the Department receiving the SAF (*Subcontract Approval Form*) for the named MBE/WBE firm, the Contractor shall take all necessary and reasonable steps to replace the MBE/WBE

subcontractor with another similarly certified MBE/WBE subcontractor to perform at least the same amount of work to meet the MBE/WBE goal requirement. If a MBE/WBE firm is not found to do the same amount of work, a good faith effort must be submitted to NCDOT (see A herein for required documentation).

### **Changes in the Work**

When the Engineer makes changes that result in the reduction or elimination of work to be performed by a committed MBE/WBE, the Contractor will not be required to seek additional participation. When the Engineer makes changes that result in additional work to be performed by a MBE/WBE based upon the Contractor's commitment, the MBE/WBE shall participate in additional work to the same extent as the MBE/WBE participated in the original contract work.

When the Engineer makes changes that result in extra work, which has more than a minimal impact on the contract amount, the Contractor shall seek additional participation by MBEs/WBEs unless otherwise approved by the Engineer.

When the Engineer makes changes that result in an alteration of plans or details of construction, and a portion or all of the work had been expected to be performed by a committed MBE/WBE, the Contractor shall seek participation by MBEs/WBEs unless otherwise approved by the Engineer.

When the Contractor requests changes in the work that result in the reduction or elimination of work that the Contractor committed to be performed by a MBE/WBE, the Contractor shall seek additional participation by MBEs/WBEs equal to the reduced MBE/WBE participation caused by the changes.

### **Reports and Documentation**

A SAF (*Subcontract Approval Form*) shall be submitted for all work which is to be performed by a MBE/WBE subcontractor. The Department reserves the right to require copies of actual subcontract agreements involving MBE/WBE subcontractors.

When using transportation services to meet the contract commitment, the Contractor shall submit a proposed trucking plan in addition to the SAF. The plan shall be submitted prior to beginning construction on the project. The plan shall include the names of all trucking firms proposed for use, their certification type(s), the number of trucks owned by the firm, as well as the individual truck identification numbers, and the line item(s) being performed.

Within 30 calendar days of entering into an agreement with a MBE/WBE for materials, supplies or services, not otherwise documented by the SAF as specified above, the Contractor shall furnish the Engineer a copy of the agreement. The documentation shall also indicate the percentage (60% or 100%) of expenditures claimed for MBE/WBE credit.

### **Reporting Minority and Women Business Enterprise Participation**

The Contractor shall provide the Engineer with an accounting of payments made to all MBE and WBE firms, including material suppliers and contractors at all levels (prime, subcontractor, or second tier subcontractor). This accounting shall be furnished to the Engineer for any given month by the end of the following month. Failure to submit this information accordingly may result in the following action:

- (A) Withholding of money due in the next partial pay estimate; or
- (B) Removal of an approved contractor from the prequalified bidders' list or the removal of other entities from the approved subcontractors list.

While each contractor (prime, subcontractor, 2nd tier subcontractor) is responsible for accurate accounting of payments to MBEs/WBEs, it shall be the prime contractor's responsibility to report all monthly and final payment information in the correct reporting manner.

Failure on the part of the Contractor to submit the required information in the time frame specified may result in the disqualification of that contractor and any affiliate companies from further bidding until the required information is submitted.

Failure on the part of any subcontractor to submit the required information in the time frame specified may result in the disqualification of that contractor and any affiliate companies from being approved for further work on future projects until the required information is submitted.

Contractors reporting transportation services provided by non-MBE/WBE lessees shall evaluate the value of services provided during the month of the reporting period only.

At any time, the Engineer can request written verification of subcontractor payments.

The Contractor shall report the accounting of payments on the Department's DBE-IS (*Subcontractor Payment Information*) with each invoice. Invoices will not be processed for payment until the DBE-IS is received.

### **Failure to Meet Contract Requirements**

Failure to meet contract requirements in accordance with Subarticle 102-15(J) of the *2012 Standard Specifications* may be cause to disqualify the Contractor.

### **COOPERATION BETWEEN CONTRACTORS:**

(7-1-95)

105-7

SP1 G133

The Contractor's attention is directed to Article 105-7 of the *2012 Standard Specifications*.

The Contractor on this project shall cooperate with the Contractor working within or adjacent to the limits of this project to the extent that the work can be carried out to the best advantage of all concerned.



**OUTSOURCING OUTSIDE THE USA:**

(9-21-04) (Rev. 5-16-06)

SPI G150

All work on consultant contracts, services contracts, and construction contracts shall be performed in the United States of America. No work shall be outsourced outside of the United States of America.

*Outsourcing* for the purpose of this provision is defined as the practice of subcontracting labor, work, services, staffing, or personnel to entities located outside of the United States.

The North Carolina Secretary of Transportation shall approve exceptions to this provision in writing.

**GIFTS FROM VENDORS AND CONTRACTORS:**

(12-15-09)

107-1

SPI G152

By Executive Order 24, issued by Governor Perdue, and *N.C.G.S. § 133-32*, it is unlawful for any vendor or contractor (i.e. architect, bidder, contractor, construction manager, design professional, engineer, landlord, offeror, seller, subcontractor, supplier, or vendor), to make gifts or to give favors to any State employee of the Governor's Cabinet Agencies (i.e. Administration, Commerce, Correction, Crime Control and Public Safety, Cultural Resources, Environment and Natural Resources, Health and Human Services, Juvenile Justice and Delinquency Prevention, Revenue, Transportation, and the Office of the Governor). This prohibition covers those vendors and contractors who:

- (A) Have a contract with a governmental agency; or
- (B) Have performed under such a contract within the past year; or
- (C) Anticipate bidding on such a contract in the future.

For additional information regarding the specific requirements and exemptions, vendors and contractors are encouraged to review Executive Order 24 and *N.C.G.S. § 133-32*.

Executive Order 24 also encouraged and invited other State Agencies to implement the requirements and prohibitions of the Executive Order to their agencies. Vendors and contractors should contact other State Agencies to determine if those agencies have adopted Executive Order 24.

**EMPLOYMENT:**

(11-15-11) (Rev. 1-17-12)

108, 102

SPI G184

Revise the *2012 Standard Specifications* as follows:

**Page 1-20, Subarticle 102-15(O)**, delete and replace with the following:

- (O) Failure to restrict a former Department employee as prohibited by Article 108-5.

**Page 1-65, Article 108-5 Character of Workmen, Methods, and Equipment, line 32**, delete all of line 32, the first sentence of the second paragraph and the first word of the second sentence of the second paragraph.

**STATE HIGHWAY ADMINISTRATOR TITLE CHANGE:**

(9-18-12)

SP1 G185

Revise the *2012 Standard Specifications* as follows:

Replace all references to “State Highway Administrator” with “Chief Engineer”.

**PROJECT SPECIAL PROVISIONS**  
**ROADWAY**

**CONSTRUCTION SEQUENCE:**

(7-1-95) (Rev. 8-21-12)

560

SP1 R34R

Pave each section of roadway begun in a continuous operation. Do not begin work on another section of roadway unless satisfactory progress is being made toward completion of intersections and all other required incidental work by satisfactorily furnishing additional paving equipment and personnel, except for milling and patching operations.

**ASPHALT PAVEMENTS - SUPERPAVE:**

(6-19-12) (Rev. 4-16-13)

605, 609, 610

SP6 R01

Revise the *2012 Standard Specifications* as follows:

**Page 6-3, Article 605-7 APPLICATION RATES AND TEMPERATURES**, replace this article, including Table 601-1, with the following:

Apply tack coat uniformly across the existing surface at target application rates shown in Table 605-1.

| <b>TABLE 605-1</b>                     |                             |
|--|-----------------------------|
| <b>APPLICATION RATES FOR TACK COAT</b> |                             |
| <b>Existing Surface</b>                | <b>Target Rate (gal/sy)</b> |
|  | <b>Emulsified Asphalt</b>   |
| New Asphalt                            | 0.04 ± 0.01                 |
| Oxidized or Milled Asphalt             | 0.06 ± 0.01                 |
| Concrete                               | 0.08 ± 0.01                 |

Apply tack coat at a temperature within the ranges shown in Table 605-2. Tack coat shall not be overheated during storage, transport or at application.

| <b>TABLE 605-2</b>                           |                          |
|--|--------------------------|
| <b>APPLICATION TEMPERATURE FOR TACK COAT</b> |                          |
| <b>Asphalt Material</b>                      | <b>Temperature Range</b> |
| Asphalt Binder, Grade PG 64-22               | 350 - 400°F              |
| Emulsified Asphalt, Grade RS-1H              | 130 - 160°F              |
| Emulsified Asphalt, Grade CRS-1              | 130 - 160°F              |
| Emulsified Asphalt, Grade CRS-1H             | 130 - 160°F              |
| Emulsified Asphalt, Grade HFMS-1             | 130 - 160°F              |
| Emulsified Asphalt, Grade CRS-2              | 130 - 160°F              |

**Page 6-7, Article 609-3 FIELD VERIFICATION OF MIXTURE AND JOB MIX FORMULA ADJUSTMENTS**, lines 35-37, delete the second sentence of the second paragraph.

**Page 6-18, Article 610-1 DESCRIPTION**, lines 40-41, delete the last sentence of the last paragraph.

**Page 6-19, Subarticle 610-3(A) Mix Design-General**, line 5, add the following as the first paragraph:

Warm mix asphalt (WMA) is allowed for use at the Contractor's option in accordance with the NCDOT Approved Products List for WMA Technologies available at:

**<https://connect.ncdot.gov/resources/Materials/MaterialsResources/WMA%20Approved%20Lists.pdf>**

**Page 6-21, Subarticle 610-3(C) Job Mix Formula (JMF)**, replace Table 610-1 with the following:

| <b>TABLE 610-1<br/>DESIGN MIXING TEMPERATURE AT THE ASPHALT PLANT<sup>A</sup></b> |                                |                                      |
|---|--------------------------------|--------------------------------------|
| <b>Binder Grade</b>   | <b>HMA<br/>JMF Temperature</b> | <b>WMA<br/>JMF Temperature Range</b> |
| PG 64-22  | 300°F                          | 225 - 275°F                          |
| PG 70-22  | 315°F                          | 240 - 290°F                          |
| PG 76-22  | 335°F                          | 260 - 310°F                          |

**A.** The mix temperature, when checked in the truck at the roadway, shall be within plus 15° and minus 25° of the temperature specified on the JMF.

**Page 6-21, Subarticle 610-3(C) Job Mix Formula (JMF)**, lines 4-6, delete first sentence of the second paragraph. Line 7, in the second sentence of the second paragraph, replace “275°F” with “275°F or greater.”

**Page 6-22, Article 610-4 WEATHER, TEMPERATURE AND SEASONAL LIMITATIONS FOR PRODUCING AND PLACING ASPHALT MIXTURES**, lines 15-17, replace the second sentence of the first paragraph with the following:

Do not place asphalt material when the air or surface temperatures, measured at the location of the paving operation away from artificial heat, do not meet Table 610-5.

**Page 6-23, Article 610-4 WEATHER, TEMPERATURE AND SEASONAL LIMITATIONS FOR PRODUCING AND PLACING ASPHALT MIXTURES**, replace Table 610-5 with the following:

| <b>TABLE 610-5<br/>PLACEMENT TEMPERATURES FOR ASPHALT</b> |  |
|---|--|
| <b>Asphalt Concrete Mix Type</b>                          | <b>Minimum Surface and Air Temperature</b> |
| B25.0B, C   | 35°F                                       |
| I19.0B, C, D  | 35°F                                       |
| SF9.5A, S9.5B   | 40°F                                       |
| S9.5C, S12.5C   | 45°F                                       |
| S9.5D, S12.5D   | 50°F                                       |

**Page 6-26, Article 610-7 HAULING OF ASPHALT MIXTURE**, lines 22-23, in the fourth sentence of the first paragraph replace “so as to overlap the top of the truck bed and” with “to”.

**SHOULDER WEDGE:**

(9-20-11) (Rev. 8-21-12)

610

SP6 R03R

Revise the *2012 Standard Specifications* as follows:

**Page 6-26, Article 610-8**, add the following after line 43:

Attach a device, mounted on screed of paving equipment, capable of constructing a shoulder wedge with an angle of 30 degrees plus or minus 4 degrees along the outside edge of the roadway, measured from the horizontal plane in place after final compaction on the final surface course. Use an approved mechanical device which will form the asphalt mixture to produce a wedge with uniform texture, shape and density while automatically adjusting to varying heights.

Payment for use of this device will be incidental to the other pay items in the contract.

**ASPHALT BINDER CONTENT OF ASPHALT PLANT MIXES:**

(11-21-00) (Rev. 7-17-12)

609

SP6 R15

The approximate asphalt binder content of the asphalt concrete plant mixtures used on this project will be as follows:

|                                      |               |      |
|--------------------------------------|---------------|------|
| Asphalt Concrete Base Course         | Type B 25.0__ | 4.4% |
| Asphalt Concrete Intermediate Course | Type I 19.0__ | 4.8% |
| Asphalt Concrete Surface Course      | Type S 4.75A  | 6.8% |
| Asphalt Concrete Surface Course      | Type SA-1     | 6.8% |
| Asphalt Concrete Surface Course      | Type SF 9.5A  | 6.7% |
| Asphalt Concrete Surface Course      | Type S 9.5__  | 6.0% |
| Asphalt Concrete Surface Course      | Type S 12.5__ | 5.6% |

The actual asphalt binder content will be established during construction by the Engineer within the limits established in the *2012 Standard Specifications*.

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

Price adjustments for asphalt binder for plant mix will be made in accordance with Section 620 of the *2012 Standard Specifications*.

The base price index for asphalt binder for plant mix is \$ **590.31** per ton.

This base price index represents an average of F.O.B. selling prices of asphalt binder at supplier's terminals on **June 1, 2013**.

**FINAL SURFACE TESTING NOT REQUIRED:**

(5-18-04) (Rev. 5-15-12)

610

SP6 R45

Final surface testing is not required on this project.

**RESURFACING EXISTING BRIDGES:**

(3-20-12) (Rev. 8-21-12)

SP6 R61BR

The Contractor's attention is directed to the fact that he will be required to mill and resurface the bridges on this project if directed by the Engineer.

Place the surface so as to follow a grade line set by the Engineer with the minimum thickness as shown on the sketch herein or as directed by the Engineer. State Forces will make all necessary repairs to the bridge floors prior to the time that the Contractor places the proposed surfacing. Give the Engineer at least 15 days notice prior to the expected time to begin operations so that State Forces will have sufficient time to complete their work.

At all bridges that are not to be resurfaced, mill a taper into existing pavement for a length of 25 feet per inch of final surface. A temporary asphalt wedge will be required immediately after milling to ensure smooth travel if the final layer of surface course is not placed on the same day as milling.

**ADJUSTMENT OF MANHOLES, METER BOXES, AND VALVE BOXES:**

(7-1-95) (Rev. 8-21-12)

858

SP8 R97R

The Contractor's attention is directed to Article 858-3 of the *2012 Standard Specifications*. Cast iron or steel fittings will not be permitted for the adjustment of manholes, meter boxes, and valve boxes on this project.

**MATERIALS:**

(2-21-12) (Rev. 9-18-12)

1005, 1081, 1092

SP10 R01

Revise the 2012 Standard Specifications as follows:

**Page 10-5, Table 1000-1, REQUIREMENTS FOR CONCRETE**, replace with the following:

| <b>TABLE 1000-1<br/>REQUIREMENTS FOR CONCRETE</b> |  |                            |                    |                            |                    |                                 |                    |                |           |              |           |
|---|--|----------------------------|--------------------|----------------------------|--------------------|---------------------------------|--------------------|----------------|-----------|--------------|-----------|
| Class of Concrete                                 | Min. Comp. Strength at 28 days                   | Maximum Water-Cement Ratio |                    |                            |                    | Consistency Max. Slump          |                    | Cement Content |           |              |           |
|   |  | Air-Entrained Concrete     |                    | Non Air-Entrained Concrete |                    | Vibrated                        | Non-Vibrated       | Vibrated       |           | Non-Vibrated |           |
|   |  | Rounded Aggre-gate         | Angular Aggre-gate | Rounded Aggre-gate         | Angular Aggre-gate |                                 |                    | Min.           | Max.      | Min.         | Max.      |
| Units   | psi  |                            |                    |                            |                    | inch                            | inch               | lb/cy          | lb/cy     | lb/cy        | lb/cy     |
| AA  | 4,500  | 0.381                      | 0.426              | -                          | -                  | 3.5                             | -                  | 639            | 715       | -            | -         |
| AA Slip Form                                      | 4,500  | 0.381                      | 0.426              | -                          | -                  | 1.5                             | -                  | 639            | 715       | -            | -         |
| Drilled Pier                                      | 4,500  | -                          | -                  | 0.450                      | 0.450              | -                               | 5-7 dry<br>7-9 wet | -              | -         | 640          | 800       |
| A   | 3,000  | 0.488                      | 0.532              | 0.550                      | 0.594              | 3.5                             | 4                  | 564            | -         | 602          | -         |
| B   | 2,500  | 0.488                      | 0.567              | 0.559                      | 0.630              | 2.5                             | 4                  | 508            | -         | 545          | -         |
| B Slip Formed                                     | 2,500  | 0.488                      | 0.567              | -                          | -                  | 1.5                             | -                  | 508            | -         | -            | -         |
| Sand Light-weight                                 | 4,500  | -                          | 0.420              | -                          | -                  | 4                               | -                  | 715            | -         | -            | -         |
| Latex Modified                                    | 3,000<br>7 day                                   | 0.400                      | 0.400              | -                          | -                  | 6                               | -                  | 658            | -         | -            | -         |
| Flowable Fill excavatable                         | 150 max.<br>at 56 days                           | as needed                  | as needed          | as needed                  | as needed          | -                               | Flow-able          | -              | -         | 40           | 100       |
| Flowable Fill non-excavatable                     | 125  | as needed                  | as needed          | as needed                  | as needed          | -                               | Flow-able          | -              | -         | 100          | as needed |
| Pavement  | 4,500 design, field<br>650 flexural, design only | 0.559                      | 0.559              | -                          | -                  | 1.5 slip form<br>3.0 hand place | -                  | 526            | -         | -            | -         |
| Precast   | See Table 1077-1                                 | as needed                  | as needed          | -                          | -                  | 6                               | as needed          | as needed      | as needed | as needed    | as needed |
| Prestress   | per contract                                     | See Table 1078-1           | See Table 1078-1   | -                          | -                  | 8                               | -                  | 564            | as needed | -            | -         |

Page 10-23, Table 1005-1, AGGREGATE GRADATION-COARSE AGGREGATE, replace with the following:

| <b>TABLE 1005-1<br/>AGGREGATE GRADATION - COARSE AGGREGATE</b> |           |               |           |             |             |             |           |           |            |            |            |                   |  |
|--|-----------|---------------|-----------|-------------|-------------|-------------|-----------|-----------|------------|------------|------------|-------------------|--|
| <b>Percentage of Total by Weight Passing</b>                   |           |               |           |             |             |             |           |           |            |            |            |                   |  |
| <b>Std. Size #</b>   | <b>2"</b> | <b>1 1/2"</b> | <b>1"</b> | <b>3/4"</b> | <b>1/2"</b> | <b>3/8"</b> | <b>#4</b> | <b>#8</b> | <b>#10</b> | <b>#16</b> | <b>#40</b> | <b>#200</b>       | <b>Remarks</b>   |
| 4  | 100       | 90-100        | 20-55     | 0-15        | -           | 0-5         | -         | -         | -          | -          | -          | A                 | Asphalt Plant Mix  |
| 467M   | 100       | 95-100        | -         | 35-70       | -           | 0-30        | 0-5       | -         | -          | -          | -          | A                 | Asphalt Plant Mix  |
| 5  | -         | 100           | 90-100    | 20-55       | 0-10        | 0-5         | -         | -         | -          | -          | -          | A                 | AST, Sediment Control Stone                                |
| 57   | -         | 100           | 95-100    | -           | 25-60       | -           | 0-10      | 0-5       | -          | -          | -          | A                 | AST, Str. Concrete, Shoulder Drain, Sediment Control Stone |
| 57M  | -         | 100           | 95-100    | -           | 25-45       | -           | 0-10      | 0-5       | -          | -          | -          | A                 | AST, Concrete Pavement                                     |
| 6M   | -         | -             | 100       | 90-100      | 20-55       | 0-20        | 0-8       | -         | -          | -          | -          | A                 | AST  |
| 67   | -         | -             | 100       | 90-100      | -           | 20-55       | 0-10      | 0-5       | -          | -          | -          | A                 | AST, Str. Concrete, Asphalt Plant Mix                      |
| 78M  | -         | -             | -         | 100         | 98-100      | 75-100      | 20-45     | 0-15      | -          | -          | -          | A                 | Asphalt Plant Mix, Str. Conc., Weep Hole Drains            |
| 14M  | -         | -             | -         | -           | -           | 100         | 35-70     | 5-20      | -          | 0-8        | -          | A                 | Asphalt Plant Mix, AST, Weep Hole Drains, Str. Concrete    |
| 9  | -         | -             | -         | -           | -           | 100         | 85-100    | 10-40     | -          | 0-10       | -          | A                 | AST  |
| ABC  | -         | 100           | 75-97     | -           | 55-80       | -           | 35-55     | -         | 25-45      | -          | 14-30      | 4-12 <sup>B</sup> | Aggregate Base Course, Aggregate Stabilization             |
| ABC (M)  | -         | 100           | 75-100    | -           | 45-79       | -           | 20-40     | -         | 0-25       | -          | -          | 0-12 <sup>B</sup> | Maintenance Stabilization                                  |
| Light-weight <sup>C</sup>                                      | -         | -             | -         | -           | 100         | 80-100      | 5-40      | 0-20      | -          | 0-10       | -          | 0-2.5             | AST  |

A. See Subarticle 1005-4(A).

B. See Subarticle 1005-4(B).

C. For Lightweight Aggregate used in Structural Concrete, see Subarticle 1014-2(E)(6).



**Page 10-126, Table 1078-1, REQUIREMENTS FOR CONCRETE**, replace with the following:

| <b>TABLE 1078-1<br/>REQUIREMENTS FOR CONCRETE</b> |   |  |
|---|---|--|
| <b>Property</b>                                   | <b>28 Day Design<br/>Compressive<br/>Strength<br/>6,000 psi or less</b> | <b>28 Day Design<br/>Compressive<br/>Strength<br/>greater than<br/>6,000 psi</b> |
| Maximum Water/Cementitious Material Ratio         | 0.45  | 0.40   |
| Maximum Slump without HRWR                        | 3.5"  | 3.5"   |
| Maximum Slump with HRWR                           | 8"  | 8"   |
| Air Content (upon discharge into forms)           | 5 + 2%  | 5 + 2%   |

**Page 10-162, Subarticle 1081-1(A) Classifications, lines 4-7**, delete the second and third sentences of the description for Type 3A.

**Page 10-162, Subarticle 1081-1(B) Requirements, lines 26-30**, replace the second paragraph with the following:

For epoxy resin systems used for embedding dowel bars, threaded rods, rebar, anchor bolts and other fixtures in hardened concrete, the manufacturer shall submit test results showing that the bonding system will obtain 125% of the specified required yield strength of the fixture. Furnish certification that, for the particular bolt grade, diameter and embedment depth required, the anchor system will not fail by adhesive failure and that there is no movement of the anchor bolt. For certification and anchorage, use 3,000 psi as the minimum Portland cement concrete compressive strength used in this test. Use adhesives that meet Section 1081.

List the properties of the adhesive on the container and include density, minimum and maximum temperature application, setting time, shelf life, pot life, shear strength and compressive strength.

**Page 10-169, Subarticle 1081-3(G) Anchor Bolt Adhesives**, delete this subarticle.

**Page 10-204, Subarticle 1092-2(A) Performance and Test Requirements**, replace **Table 1092-3 Minimum Coefficient of Retroreflection for NC Grade A** with the following:

| <b>TABLE 1092-3<br/>MINIMUM COEFFICIENT OF RETROREFLECTION FOR NC GRADE A<br/>(Candelas Per Lux Per Square Meter)</b> |  |              |               |              |            |             |                                     |                               |
|---|--|--------------|---------------|--------------|------------|-------------|-------------------------------------|-------------------------------|
| <b>Observation<br/>Angle, degrees</b>   | <b>Entrance<br/>Angle,<br/>degrees</b> | <b>White</b> | <b>Yellow</b> | <b>Green</b> | <b>Red</b> | <b>Blue</b> | <b>Fluorescent<br/>Yellow Green</b> | <b>Fluorescent<br/>Yellow</b> |
| 0.2   | -4.0                                   | 525          | 395           | 52           | 95         | 30          | 420                                 | 315                           |
| 0.2   | 30.0                                   | 215          | 162           | 22           | 43         | 10          | 170                                 | 130                           |
| 0.5   | -4.0                                   | 310          | 230           | 31           | 56         | 18          | 245                                 | 185                           |
| 0.5   | 30.0                                   | 135          | 100           | 14           | 27         | 6           | 110                                 | 81                            |
| 1.0   | -4.0                                   | <b>120</b>   | 60            | 8            | 16         | 3.6         | 64                                  | 48                            |
| 1.0   | 30.0                                   | 45           | 34            | 4.5          | 9          | 2           | 36                                  | 27                            |

**PROJECT SPECIAL PROVISIONS**  
**TRAFFIC CONTROL**

(01-17-12) (Rev. 4-16-13)

RWZ-1

Maintain traffic in accordance with Divisions 10, 11 and 12 of the *2012 Standard Specifications* and the following provisions:

Install Work Zone Advance Warning Signs in accordance with Standard Drawing No. 1101.01 of the *2012 Roadway Standard Drawings* prior to beginning any other work. Use a lane closure or slow moving operation to complete the work, as necessary, unless otherwise indicated (refer to Standard Drawing No. 1101.02, 1101.11, 1110.01, 1110.02 and 1130.01 of the *2012 Roadway Standard Drawings*). Use a moving operation only if the minimum speed maintained at all times is 3 mph with no stops that narrow or close a lane of travel. If the moving operation is progressing slower than 3 mph at any time, install a lane closure. Maintain the existing traffic pattern at all times, except in the immediate work zone where lane closures are allowed as determined by the Engineer.

Refer to attached details and Standard Drawing No. 1101.01, 1101.02, 1101.03, 1101.04, 1101.05, 1101.11, 1110.01, 1110.02, 1115.01, 1130.01, 1135.01, 1145.01, 1150.01, 1165.01, 1170.01 and 1180.01 of the *2012 Roadway Standard Drawings* when closing a lane of travel in a stationary work zone such as pavement patching resurfacing, or pavement marking removal. Properly ballasted cones may be used instead of drums for lane closures during daylight hours. However, drums are required for the upstream taper portion of lane closures in all applications. The stationary work zone shall be a maximum of 3 miles in length at any given time unless otherwise directed by the Engineer. A pilot vehicle operation may be used in conjunction with flaggers and the appropriate pilot vehicle warning signing as directed by the Engineer. During periods of construction inactivity, return the traffic pattern to the existing alignment and remove or cover any work zone signs. When covering work zone signs, use an opaque material that prevents reading of the sign at night by a driver using high beam headlights. Use material, which does not damage the sign sheeting. Replace any obliterated markings as required by other sections of the *2012 Standard Specifications* and the Engineer.

When personnel and/or equipment are working on the shoulder adjacent to an undivided facility and within 5 feet of an open travel lane, close the nearest open travel lane using Standard Drawing No. 1101.02 of the *2012 Roadway Standard Drawings* unless the work area is protected by barrier or guardrail. When personnel and/or equipment are working on the shoulder, adjacent to a divided facility and within 10 feet of an open travel lane, close the nearest open travel lane using Standard Drawing No. 1101.02 of the *2012 Roadway Standard Drawings* unless the work area is protected by barrier or guardrail. When personnel and/or equipment are working within a lane of travel of an undivided or divided facility, close the lane according to the traffic control plans, *2012 Roadway Standard Drawings* or as directed by the Engineer. Conduct the work so that all personnel and/or equipment remain within the closed travel lane. Do not work simultaneously, on both sides of an open travel way, within the same location, on a two-lane, two-way road. Do not perform work involving heavy equipment within 15 feet of the edge of travel way when work is being performed behind a lane closure on the opposite side of the travel way. Perform work only when weather and visibility conditions allow safe operations as directed by the Engineer.

Do not exceed a difference of 2 inches in elevation between open lanes of traffic for nominal lifts of 1.5 inches. Install advance warning UNEVEN LANES signs (W8-11 at 48" X 48") 500 feet in advance and a minimum of once every half mile throughout the uneven area.

Backfill at a 6:1 slope up to the edge and elevation of existing pavement in areas adjacent to an open travel lane that has an edge of pavement drop-off as follows:

- (A) Drop-off that exceeds 2 inches on roadways with posted speed limits of 45 mph or greater.
- (B) Drop-off that exceeds 3 inches on roadways with posted speed limit less than 45 mph.

Backfill the unacceptable drop-off with suitable compacted material, as approved by the Engineer, at no expense to the Department. This work is not considered part of shoulder reconstruction.

When utilizing a slow-moving operation for such items as pavement marking placement, pavement marker installation and pesticide spraying, the slow moving operation caravan shall consist, as a minimum, of the vehicles and devices shown on the Moving Operation Caravan Details as shown on Standard Drawing No. 1101.02, sheets 11, 12 and 13 of the *2012 Roadway Standard Drawings*. Traffic cones may be used when necessary to provide additional protection of wet pavement markings. Ballast all traffic cones so they will not be blown over by traffic.

Failure to comply with the following requirements will result in a suspension of all other operations:

1. Before working on ANY MAP, the Contractor shall submit a written construction sequence for traffic control and construction lighting for ALL MAPS to the Engineer at the first pre-construction meeting and the sequence must be approved before closing a lane of traffic. The Contractor and Engineer will coordinate with the Traffic Management Unit at 919-773-2800 or Traffic Services for additional traffic control guidance, as necessary.
2. Coordinate the installation of items required by the contract documents and resurfacing operations such that these operations are completed in the order as agreed upon with the Engineer at the first pre-construction meeting. Refer to the Provisions, Typicals and Details unless otherwise directed by the Engineer.
3. Once the Contractor has started work at a location, the Contractor should prosecute the work in a continuous and uninterrupted manner from the time he begins the work until completion and final acceptance unless determined otherwise by the Engineer.
4. Obtain written approval of the Engineer before working in more than one location or setting up additional lane closures.
5. Mainline pavement shall not be left milled, unmarked or uneven at the end of a paving season.
6. Contractor shall mill and pave lanes in an order such that water shall not accumulate.

Notify the Engineer 48 hours before milling or resurfacing will interfere with the existing Signal Loops. Loops may need to be placed in milled surface before resurfacing occurs. Coordinate all signal loop operations with the Engineer.

Notify the Engineer 15 consecutive calendar days before resurfacing a bridge or its approaches. Patch and make repairs to the existing asphalt wearing surface on the bridge surface and its

approaches before resurfacing occurs. Coordinate all operations on the bridge and its approaches with the Engineer.

Notify the Engineer 48 hours before resurfacing the areas of existing pavement that require patching. Patch these areas before resurfacing occurs. Allow full depth asphalt patching to cool to the point of supporting traffic without displacement or rutting before reopening closed lane. Coordinate the resurfacing operations of the patched areas with the Engineer.

During a resurfacing only operation, bring all newly resurfaced lanes to the same elevation within 72 hours for nominal lifts of 1.5 inches or less of asphalt course and by the end of each work day for nominal lifts of greater than 1.5 inches of asphalt course.

For partial or wheel track milling operations on two-way, two-lane facilities, mill and pave back by the end of each work day. For partial or wheel track milling operations on multi-lane facilities, the lane being milled may be left closed and paved back within 72 hours.

The following options are available during Resurfacing and milling operations on two-way, two-lane facilities when the entire roadway or entire lane is to be milled:

- (A) Mill a single lane and pave back by the end of each work day.
- (B) Mill the entire width of roadway and pave back within 72 hours.

The following options are available during Resurfacing and milling operations on multi-lane facilities when all lanes or a single lane in one direction are to be milled:

- (A) Mill a single lane and pave back by the end of each work day.
- (B) Mill the entire width of pavement for all lanes to be milled in any direction daily and pave back within 72 hours.

When resurfacing facilities with ramps, resurface the ramp and gore area of the ramp as agreed upon with the Engineer. Place the transverse joint on the ramp at the terminal point of the gore unless the ramp is being resurfaced beyond this limit.

Slope the pavement at the beginning and ending of the daily milling operation as directed by the Engineer. Sweep and remove all milled material from the roadway as soon as the daily milling operation is completed. Continue milling operations until the particular section of roadway being milled is complete. Remove any existing pavement adjacent to the milled area that has been damaged and replace with patch material as directed by the Engineer.

Maintain vehicular access in accordance with Article 1101-14 of the *2012 Standard Specifications* using suitable backfill material approved by the Engineer.

Operate equipment and conduct operations in the same direction as the flow of traffic. Do not cross medians with equipment, except at properly designated interchanges.

Review and record the existing pavement markings and markers prior to resurfacing. Use the record of existing pavement markings and markers in accordance with the *2012 Roadway Standard Drawings* to re-establish the proposed pavement markings and markers unless otherwise directed by the Engineer.

Provide appropriate lighting in accordance with Section 1413 of the *2012 Standard Specifications*.

Remove existing pavement markers in preparation for paving. Repair any pavement damage due to existing pavement marker removal prior to the end of the work day. Dispose of existing pavement markers as directed by the Engineer. No direct payment will be made for this work, as it will be incidental to the paving operation.

Payment will be made for the traffic control items that have been included in the contract. No direct payment will be made for providing other traffic control as required herein, as the cost of same will be considered incidental to the work being paid for under those various traffic control items that have been included. Where the Contractor maintains traffic as required herein but no specific pay items have been included in the contract, all associated costs will be considered incidental to the work being paid for under the various items in the contract.

**WORK ZONE SIGNING:**

(01-17-12)

RWZ-3

**Description**

Install and maintain signing in accordance with Divisions 11 and 12 of the *2012 Standard Specifications*, the *2012 Roadway Standard Drawings* and the following provisions:

Furnish, install, maintain and remove advance warning work zone signs and any required lane closure signing.

Furnish, install and maintain general work zone warning signs for resurfacing and milling such as ROUGH ROAD (W8-8 at 48" X 48") (for milling only), UNEVEN LANES (W8-11 at 48" X 48"), LOW SHOULDER (W8-9 at 48" X 48"), LOW / SOFT SHOULDER (DOT No. 16-79860 at 48" X 48"), UNMARKED PAVEMENT AHEAD (DOT No. 116087130 at 48" X 48") and DO NOT PASS (R4-1 at 24" X 30"). When construction is completed in any area of the project, relocate signs to the next work site, as directed by the Engineer. Remove these signs at the completion of the project.

All work zone signs may be portable.

## **Construction Methods**

### **(A) General**

Install all warning work zone signs before beginning work on a particular map. If signs are installed three days prior to the beginning of work on a particular map, cover the signs until the work begins. Install each work zone warning sign separately and not on the same post or stand with any other sign except where an advisory speed plate or directional arrow is used.

### **(B) Advance Warning Work Zone Signs**

Install advance warning work zone signs in accordance with Standard Drawing No. 1101.01, 1101.02 and 1110.01 of the *2012 Roadway Standard Drawings* prior to beginning of work and remove upon final completion of the project. If there is a period of construction inactivity longer than two weeks, remove or cover advance warning work zone signs. Uncover advance warning work zone signs no more than 3 days before work resumes. All other operations could be suspended upon failure to comply with the above requirements. Such suspended operations would not be resumed until the above requirements are fulfilled.

### **(C) Lane Closure Work Zone Signs**

Install any required lane closure signing needed during the life of the project in accordance with the Standard Drawing No. 1101.02, 1101.11 and 1110.02 of the *2012 Roadway Standard Drawings*.

### **(D) General Work Zone Warning Signs**

Install general work zone warning signs for resurfacing and milling such as ROUGH ROAD (W8-8 at 48" X 48") (for milling only), UNEVEN LANES (W8-11 at 48" X 48"), LOW SHOULDER (W8-9 at 48" X 48") and LOW / SOFT SHOULDER (W8-9B at 48" X 48") at 1 mile intervals starting at a minimum of 500 feet in advance of the condition for both directions of travel (undivided roadways only) and at any other points determined by the Engineer.

Install the LOW SHOULDER (W8-9 at 48" X 48") or LOW / SOFT SHOULDER (DOT No. 16-79860 at 48" X 48") signs prior to any resurfacing in an area where shoulder construction will be performed.

Install general work zone warning signs such as UNMARKED PAVEMENT AHEAD (DOT No. 116087130 at 48" X 48") and DO NOT PASS (R4-1 at 24" X 30") alternately at 1/2 mile intervals starting at a minimum of 500 feet in advance of the condition for both directions of travel (undivided roadways only) and at any other points determined by the Engineer. Install signs prior to the obliteration of any pavement markings.

## **Measurement and Payment**

Payment will be made for the work zone signing items that have been included in the contract. No direct payment will be made for providing other work zone signing as required herein, as the cost of same will be considered incidental to the work being paid for under those various work zone signing items that have been included. Where the Contractor provides work zone signing as required herein but no specific pay items have been included in the contract, all associated costs will be considered incidental to the work being paid for under the various items in the contract.

### **TIME LIMITATION FOR PAVEMENT MARKINGS AND MARKERS ON NEWLY RESURFACED AREAS:**

(01-17-12)

RWZ-4

#### **Markings: Two-Lane, Two-Way Facilities**

For all two-lane, two-way facilities, place all edge lines and other symbols within 30 calendar days after they have been obliterated by the resurfacing operation.

#### **Markings: All Facilities**

The pavement markings on a specific map are subject to an observation period that begins with the satisfactory completion of all pavement markings required on a specific map in accordance with Subarticle 1205-3(H) of the *2012 Standard Specifications*.

All characters, symbols and stop bars on concrete shall be either Type 2 or Type 3 Cold Applied Plastic or Heated-In-Place Thermoplastic as shown on NCDOT Approved Product List. The quantity for characters, symbols and stop bars on concrete will be included in the pay items for Type 2 Cold Applied Plastic.

All characters, symbols and stop bars on asphalt shall be either Heated-In-Place Thermoplastic or Extruded Thermoplastic as shown on NCDOT Approved Product List. The quantity for characters, symbols and stop bars on asphalt will be included in the pay items for Heated-In-Place Thermoplastic.

#### **Markers: All Facilities**

Install permanent pavement markers within 60 calendar days after completing the resurfacing on each map.



**ROADWAY STANDARD DRAWINGS FOR PAVEMENT MARKINGS AND MARKERS:**  
(01-17-12) RWZ-5

Use the following in conjunction with the *2012 Standard Specifications*:

**Standard Pavement Markings**

*2012 Roadway Standard Drawings:*

1205.01, 1205.02, 1205.03, 1205.04, 1205.05,  
1205.06, 1205.07, 1205.08, 1205.09, 1205.10,  
1205.11, 1205.12, 1205.13

**Raised Pavement Markers**

*2012 Roadway Standard Drawings:*

1205.12, 1250.01, 1251.01

**Snowplowable Pavement Markers**

*2012 Roadway Standard Drawings:*

1250.01, 1253.01

**Milled Rumble Strips**

*2012 Roadway Standard Drawings:*

665.01

**STANDARD SPECIAL PROVISION**  
**AVAILABILITY OF FUNDS – TERMINATION OF CONTRACTS**

(5-20-08)

Z-2

*General Statute 143C-6-11. (h) Highway Appropriation* is hereby incorporated verbatim in this contract as follows:

(h) Amounts Encumbered. – Transportation project appropriations may be encumbered in the amount of allotments made to the Department of Transportation by the Director for the estimated payments for transportation project contract work to be performed in the appropriation fiscal year. The allotments shall be multiyear allotments and shall be based on estimated revenues and shall be subject to the maximum contract authority contained in *General Statute 143C-6-11(c)*. Payment for transportation project work performed pursuant to contract in any fiscal year other than the current fiscal year is subject to appropriations by the General Assembly. Transportation project contracts shall contain a schedule of estimated completion progress, and any acceleration of this progress shall be subject to the approval of the Department of Transportation provided funds are available. The State reserves the right to terminate or suspend any transportation project contract, and any transportation project contract shall be so terminated or suspended if funds will not be available for payment of the work to be performed during that fiscal year pursuant to the contract. In the event of termination of any contract, the contractor shall be given a written notice of termination at least 60 days before completion of scheduled work for which funds are available. In the event of termination, the contractor shall be paid for the work already performed in accordance with the contract specifications.

Payment will be made on any contract terminated pursuant to the special provision in accordance with Subarticle 108-13(E) of the *2012 Standard Specifications*.

**STANDARD SPECIAL PROVISION****ERRATA**

(1-17-12) (Rev. 9-18-12)

Z-4

Revise the *2012 Standard Specifications* as follows:

**Division 2**

**Page 2-7, line 31, Article 215-2 Construction Methods**, replace “Article 107-26” with “Article 107-25”.

**Page 2-17, Article 226-3, Measurement and Payment, line 2**, delete “pipe culverts,”.

**Page 2-20, Subarticle 230-4(B), Contractor Furnished Sources, change references as follows:** **Line 1**, replace “(4) Buffer Zone” with “(c) Buffer Zone”; **Line 12**, replace “(5) Evaluation for Potential Wetlands and Endangered Species” with “(d) Evaluation for Potential Wetlands and Endangered Species”; and **Line 33**, replace “(6) Approval” with “(4) Approval”.

**Division 4**

**Page 4-77, line 27, Subarticle 452-3(C) Concrete Coping**, replace “sheet pile” with “reinforcement”.

**Division 6**

**Page 6-7, line 31, Article 609-3 Field Verification of Mixture and Job Mix Formula Adjustments**, replace “30” with “45”.

**Page 6-10, line 42, Subarticle 609-6(C)(2)**, replace “Subarticle 609-6(E)” with “Subarticle 609-6(D)”.

**Page 6-11, Table 609-1 Control Limits**, replace “Max. Spec. Limit” for the Target Source of  $P_{0.075}/P_{be}$  Ratio with “1.0”.

**Page 6-40, Article 650-2 Materials**, replace “Subarticle 1012-1(F)” with “Subarticle 1012-1(E)”

**Division 10**

**Page 10-74, Table 1056-1 Geotextile Requirements**, replace “50%” for the UV Stability (Retained Strength) of Type 5 geotextiles with “70%”.

**Division 12**

**Page 12-7, Table 1205-3**, add “FOR THERMOPLASTIC” to the end of the title.

**Page 12-8, Subarticle 1205-5(B), line 13**, replace “Table 1205-2” with “Table 1205-4”.

**Page 12-8, Table 1205-4 and 1205-5**, replace “THERMOPLASTIC” in the title of these tables with “POLYUREA”.

**Page 12-9, Subarticle 1205-6(B), line 21**, replace “Table 1205-4” with “Table 1205-6”.

**Page 12-11, Subarticle 1205-8(C), line 25**, replace “Table 1205-5” with “Table 1205-7”.

**Division 15**

**Page 15-6, Subarticle 1510-3(B), after line 21,** replace the allowable leakage formula with the following:  **$W = LD\sqrt{P} \div 148,000$**

**Page 15-6, Subarticle 1510-3(B), line 32,** delete “may be performed concurrently or” and replace with “shall be performed”.

**Page 15-17, Subarticle 1540-3(E), line 27,** delete “Type 1”.

**Division 17**

**Page 17-26, line 42, Subarticle 1731-3(D) Termination and Splicing within Interconnect Center,** delete this subarticle.

Revise the *2012 Roadway Standard Drawings* as follows:

**1633.01 Sheet 1 of 1, English Standard Drawing for Matting Installation,** replace “1633.01” with “1631.01”.

**STANDARD SPECIAL PROVISION****PLANT AND PEST QUARANTINES****(Imported Fire Ant, Gypsy Moth, Witchweed, And Other Noxious Weeds)**

(3-18-03)

Z-04a

**Within quarantined area**

This project may be within a county regulated for plant and/or pests. If the project or any part of the Contractor's operations is located within a quarantined area, thoroughly clean all equipment prior to moving out of the quarantined area. Comply with federal/state regulations by obtaining a certificate or limited permit for any regulated article moving from the quarantined area.

**Originating in a quarantined county**

Obtain a certificate or limited permit issued by the N.C. Department of Agriculture/United States Department of Agriculture. Have the certificate or limited permit accompany the article when it arrives at the project site.

**Contact**

Contact the N.C. Department of Agriculture/United States Department of Agriculture at 1-800-206-9333, 919-733-6932, or <http://www.ncagr.com/plantind/> to determine those specific project sites located in the quarantined area or for any regulated article used on this project originating in a quarantined county.

**Regulated Articles Include**

1. Soil, sand, gravel, compost, peat, humus, muck, and decomposed manure, separately or with other articles. This includes movement of articles listed above that may be associated with cut/waste, ditch pulling, and shoulder cutting.
2. Plants with roots including grass sod.
3. Plant crowns and roots.
4. Bulbs, corms, rhizomes, and tubers of ornamental plants.
5. Hay, straw, fodder, and plant litter of any kind.
6. Clearing and grubbing debris.
7. Used agricultural cultivating and harvesting equipment.
8. Used earth-moving equipment.
9. Any other products, articles, or means of conveyance, of any character, if determined by an inspector to present a hazard of spreading imported fire ant, gypsy moth, witchweed or other noxious weeds.

**STANDARD SPECIAL PROVISION****MINIMUM WAGES**

(7-21-09)

Z-5

**FEDERAL:** The Fair Labor Standards Act provides that with certain exceptions every employer shall pay wages at the rate of not less than SEVEN DOLLARS AND TWENTY FIVE CENTS (\$7.25) per hour.

**STATE:** The North Carolina Minimum Wage Act provides that every employer shall pay to each of his employees, wages at a rate of not less than SEVEN DOLLARS AND TWENTY FIVE CENTS (\$7.25) per hour.

The minimum wage paid to all skilled labor employed on this contract shall be SEVEN DOLLARS AND TWENTY FIVE CENTS (\$7.25) per hour.

The minimum wage paid to all intermediate labor employed on this contract shall be SEVEN DOLLARS AND TWENTY FIVE CENTS (\$7.25) per hour.

The minimum wage paid to all unskilled labor on this contract shall be SEVEN DOLLARS AND TWENTY FIVE CENTS (\$7.25) per hour.

This determination of the intent of the application of this act to the contract on this project is the responsibility of the Contractor.

The Contractor shall have no claim against the Department of Transportation for any changes in the minimum wage laws, Federal or State. It is the responsibility of the Contractor to keep fully informed of all Federal and State Laws affecting his contract.

**STANDARD SPECIAL PROVISION****AWARD OF CONTRACT**

(6-28-77)

Z-6

“The North Carolina Department of Transportation, in accordance with the provisions of *Title VI of the Civil Rights Act of 1964* (78 Stat. 252) and the Regulations of the Department of Transportation (*49 C.F.R., Part 21*), issued pursuant to such act, hereby notifies all bidders that it will affirmatively insure that the contract entered into pursuant to this advertisement will be awarded to the lowest responsible bidder without discrimination on the ground of race, color, or national origin”.

**STANDARD SPECIAL PROVISION****MINORITY AND FEMALE EMPLOYMENT REQUIREMENTS**

Z-7

**NOTICE OF REQUIREMENTS FOR AFFIRMATIVE ACTION TO ENSURE EQUAL EMPLOYMENT OPPORTUNITY (EXECUTIVE NUMBER 11246)**

1. The goals and timetables for minority and female participation, expressed in percentage terms for the Contractor's aggregate workforce in each trade on all construction work in the covered area, see as shown on the attached sheet entitled "Employment Goals for Minority and Female participation".

These goals are applicable to all the Contractor's construction work (whether or not it is Federal or federally assisted) performed in the covered area. If the Contractor performs construction work in a geographical area located outside of the covered area, it shall apply the goals established for such geographical area where the work is actually performed. With regard to this second area, the Contractor also is subject to the goals for both its federally involved and nonfederally involved construction.

The Contractor's compliance with the Executive Order and the regulations in *41 CFR Part 60-4* shall be based on its implementation of the Equal Opportunity Clause, specific affirmative action obligations required by the specifications set forth in *41 CFR 60-4.3(a)*, and its effort to meet the goals. The hours of minority and female employment and training must be substantially uniform throughout the length of the contract, and in each trade and the Contractor shall make a good faith effort to employ minorities and women evenly on each of its projects. The transfer of minority or female employees or trainees from Contractor to Contractor or from project to project or the sole purpose of meeting the Contractor's goals shall be a violation of the contract, the executive Order and the regulations in *41 CFR Part 60-4*. Compliance with the goals will be measured against the total work hours performed.

2. As used in this Notice and in the contract resulting from this solicitation, the "covered area" is the county or counties shown on the cover sheet of the proposal form and contract.



**EMPLOYMENT GOALS FOR MINORITY  
AND FEMALE PARTICIPATION**

Economic Areas

**Area 023 29.7%**

Bertie County  
Camden County  
Chowan County  
Gates County  
Hertford County  
Pasquotank County  
Perquimans County

**Area 024 31.7%**

Beaufort County  
Carteret County  
Craven County  
Dare County  
Edgecombe County  
Green County  
Halifax County  
Hyde County  
Jones County  
Lenoir County  
Martin County  
Nash County  
Northampton County  
Pamlico County  
Pitt County  
Tyrrell County  
Washington County  
Wayne County  
Wilson County

**Area 025 23.5%**

Columbus County  
Duplin County  
Onslow County  
Pender County

**Area 026 33.5%**

Bladen County  
Hoke County  
Richmond County  
Robeson County  
Sampson County  
Scotland County

**Area 027 24.7%**

Chatham County  
Franklin County  
Granville County  
Harnett County  
Johnston County  
Lee County  
Person County  
Vance County  
Warren County

**Area 028 15.5%**

Alleghany County  
Ashe County  
Caswell County  
Davie County  
Montgomery County  
Moore County  
Rockingham County  
Surry County  
Watauga County  
Wilkes County

**Area 029 15.7%**

Alexander County  
Anson County  
Burke County  
Cabarrus County  
Caldwell County  
Catawba County  
Cleveland County  
Iredell County  
Lincoln County  
Polk County  
Rowan County  
Rutherford County  
Stanly County

**Area 0480 8.5%**

Buncombe County  
Madison County

**Area 030 6.3%**

Avery County  
Cherokee County  
Clay County  
Graham County  
Haywood County  
Henderson County  
Jackson County  
McDowell County  
Macon County  
Mitchell County  
Swain County  
Transylvania County  
Yancey County

**SMSA Areas**

**Area 5720 26.6%**

Currituck County

**Area 9200 20.7%**

Brunswick County

New Hanover County

**Area 2560 24.2%**

Cumberland County

**Area 6640 22.8%**

Durham County

Orange County

Wake County

**Area 1300 16.2%**

Alamance County

**Area 3120 16.4%**

Davidson County

Forsyth County

Guilford County

Randolph County

Stokes County

Yadkin County

**Area 1520 18.3%**

Gaston County

Mecklenburg County

Union County

**Goals for Female**

**Participation in Each Trade**

(Statewide) 6.9%

**STANDARD SPECIAL PROVISION****ON-THE-JOB TRAINING**

(10-16-07) (Rev. 5-21-13)

Z-10

**Description**

The North Carolina Department of Transportation will administer a custom version of the Federal On-the-Job Training (OJT) Program, commonly referred to as the Alternate OJT Program. All contractors (existing and newcomers) will be automatically placed in the Alternate Program. Standard OJT requirements typically associated with individual projects will no longer be applied at the project level. Instead, these requirements will be applicable on an annual basis for each contractor administered by the OJT Program Manager.

On the Job Training shall meet the requirements of 23 CFR 230.107 (b), 23 USC – Section 140, this provision and the On-the-Job Training Program Manual.

The Alternate OJT Program will allow a contractor to train employees on Federal, State and privately funded projects located in North Carolina. However, priority shall be given to training employees on NCDOT Federal-Aid funded projects.

**Minorities and Women**

Developing, training and upgrading of minorities and women toward journeyman level status is a primary objective of this special training provision. Accordingly, the Contractor shall make every effort to enroll minority and women as trainees to the extent that such persons are available within a reasonable area of recruitment. This training commitment is not intended, and shall not be used, to discriminate against any applicant for training, whether a member of a minority group or not.

**Assigning Training Goals**

The Department, through the OJT Program Manager, will assign training goals for a calendar year based on the contractors' past three years' activity and the contractors' anticipated upcoming year's activity with the Department. At the beginning of each year, all contractors eligible will be contacted by the Department to determine the number of trainees that will be assigned for the upcoming calendar year. At that time the Contractor shall enter into an agreement with the Department to provide a self-imposed on-the-job training program for the calendar year. This agreement will include a specific number of annual training goals agreed to by both parties. The number of training assignments may range from 1 to 15 per contractor per calendar year. The Contractor shall sign an agreement to fulfill their annual goal for the year. A sample agreement is available at [www.ncbowd.com/section/on-the-job-training](http://www.ncbowd.com/section/on-the-job-training).

## Training Classifications

The Contractor shall provide on-the-job training aimed at developing full journeyman level workers in the construction craft/operator positions. Preference shall be given to providing training in the following skilled work classifications:

|                     |                                  |
|---------------------|----------------------------------|
| Equipment Operators | Office Engineers                 |
| Truck Drivers       | Estimators                       |
| Carpenters          | Iron / Reinforcing Steel Workers |
| Concrete Finishers  | Mechanics                        |
| Pipe Layers         | Welders                          |

The Department has established common training classifications and their respective training requirements that may be used by the contractors. However, the classifications established are not all-inclusive. Where the training is oriented toward construction applications, training will be allowed in lower-level management positions such as office engineers and estimators. Contractors shall submit new classifications for specific job functions that their employees are performing. The Department will review and recommend for acceptance to FHWA the new classifications proposed by contractors, if applicable. New classifications shall meet the following requirements:

Proposed training classifications are reasonable and realistic based on the job skill classification needs, and

The number of training hours specified in the training classification is consistent with common practices and provides enough time for the trainee to obtain journeyman level status.

The Contractor may allow trainees to be trained by a subcontractor provided that the Contractor retains primary responsibility for meeting the training and this provision is made applicable to the subcontract. However, only the Contractor will receive credit towards the annual goal for the trainee.

Where feasible, 25 percent of apprentices or trainees in each occupation shall be in their first year of apprenticeship or training. The number of trainees shall be distributed among the work classifications on the basis of the contractor's needs and the availability of journeymen in the various classifications within a reasonable area of recruitment.

No employee shall be employed as a trainee in any classification in which they have successfully completed a training course leading to journeyman level status or in which they have been employed as a journeyman.

### **Records and Reports**

The Contractor shall maintain enrollment, monthly and completion reports documenting company compliance under these contract documents. These documents and any other information as requested shall be submitted to the OJT Program Manager.

Upon completion and graduation of the program, the Contractor shall provide each trainee with a certification Certificate showing the type and length of training satisfactorily completed.

### **Trainee Interviews**

All trainees enrolled in the program will receive an initial and Trainee/Post graduate interview conducted by the OJT program staff.

### **Trainee Wages**

Contractors shall compensate trainees on a graduating pay scale based upon a percentage of the prevailing minimum journeyman wages (Davis-Bacon Act). Minimum pay shall be as follows:

|            |   |
|------------|---|
| 60 percent | of the journeyman wage for the first half of the training period    |
| 75 percent | of the journeyman wage for the third quarter of the training period |
| 90 percent | of the journeyman wage for the last quarter of the training period  |

In no instance shall a trainee be paid less than the local minimum wage. The Contractor shall adhere to the minimum hourly wage rate that will satisfy both the NC Department of Labor (NCDOL) and the Department.

### **Achieving or Failing to Meet Training Goals**

The Contractor will be credited for each trainee employed by him on the contract work who is currently enrolled or becomes enrolled in an approved program and who receives training for at least 50 percent of the specific program requirement. Trainees will be allowed to be transferred between projects if required by the Contractor's scheduled workload to meet training goals.

If a contractor fails to attain their training assignments for the calendar year, they may be taken off the NCDOT's Bidders List.

### **Measurement and Payment**

No compensation will be made for providing required training in accordance with these contract documents.

|              |           |           |
|--------------|-----------|-----------|
| PROJECT NO.  | SHEET NO. | TOTAL NO. |
| 4CR.20421.16 |           |           |
|              |           |           |

## SUMMARY OF QUANTITIES

| PROJECT NO                  | COUNTY  | MAP NO | ROUTE   | DESCRIPTION   | TYP NO | LANES | LANE TYPE | FINAL SURFACE TESTING REQUIRED | WARMMX ASPHALT REQUIRED | LENGTH M    | WIDTH FT | 0" TO 2" MLLING SY | 2" TO 4" MLLING SY | BASE COURSE, B25.0B TONS | SURFACE COURSE, SF9.5A TONS | SURFACE COURSE, S4.75 TONS | ASPHALT BINDER FOR PLANT MX TONS | ADJ. OF MANHOLES EA | ADJ. OF METER OR VALVE BOX EA |
|-----------------------------|---------|--------|---------|---|--------|-------|-----------|--------------------------------|-------------------------|-------------|----------|--------------------|--------------------|--------------------------|-----------------------------|----------------------------|----------------------------------|---------------------|-------------------------------|
| 4CR.20421.16                | Halifax | 1      | SR 1600 | FROM SR 1692 TO NC 125                                  | 2      | 2     | 2WU       | NO                             | NO                      | 1.3         | 24       |                    |                    | 754                      | 1,294                       |                            | 120                              |                     |                               |
| <b>TOTAL FOR MAP NO. 1</b>  |         |        |         |   |        |       |           |                                |                         | <b>1.3</b>  |          |                    |                    | <b>754</b>               | <b>1,294</b>                |                            | <b>120</b>                       |                     |                               |
| 4CR.20421.16                | Halifax | 2      | SR 1428 | FROM US 158 TO SR 1432                                  | 1      | 2     | 2WU       | NO                             | NO                      | 1.82        | 20       |                    |                    |                          | 1,476                       |                            | 99                               |                     |                               |
| <b>TOTAL FOR MAP NO. 2</b>  |         |        |         |   |        |       |           |                                |                         | <b>1.82</b> |          |                    |                    | <b>1,476</b>             |                             | <b>99</b>                  |                                  |                     |                               |
| 4CR.20421.16                | Halifax | 3      | SR 1717 | FROM NC 125 TO DEAD END                                 | 3      | 2     | 2WU       | NO                             | NO                      | 0.36        | 18       |                    |                    |                          |                             | 160                        | 11                               |                     |                               |
| <b>TOTAL FOR MAP NO. 3</b>  |         |        |         |   |        |       |           |                                |                         | <b>0.36</b> |          |                    |                    |                          | <b>160</b>                  | <b>11</b>                  |                                  |                     |                               |
| 4CR.20421.16                | Halifax | 4      | SR 1721 | FROM NC 125 TO SR 1717                                  | 3      | 2     | 2WU       | NO                             | NO                      | 0.21        | 18       |                    |                    |                          |                             | 93                         | 6                                |                     |                               |
| <b>TOTAL FOR MAP NO. 4</b>  |         |        |         |   |        |       |           |                                |                         | <b>0.21</b> |          |                    |                    |                          | <b>93</b>                   | <b>6</b>                   |                                  |                     |                               |
| 4CR.20421.16                | Halifax | 5      | SR 1661 | FROM SR 1661 (FIRST ST) TO DEAD END                     | 3      | 2     | 2WU       | NO                             | NO                      | 0.07        | 16       |                    |                    |                          |                             | 28                         | 2                                |                     |                               |
| <b>TOTAL FOR MAP NO. 5</b>  |         |        |         |   |        |       |           |                                |                         | <b>0.07</b> |          |                    |                    |                          | <b>28</b>                   | <b>2</b>                   |                                  |                     |                               |
| 4CR.20421.16                | Halifax | 6      | SR 1661 | FROM SR 1661 (ROSEMARY ST) TO SR 1664 (W. C. RIVERS DR) | 3      | 2     | 2WU       | NO                             | NO                      | 0.24        | 16       |                    |                    |                          |                             | 105                        | 7                                | 8                   | 9                             |
| <b>TOTAL FOR MAP NO. 6</b>  |         |        |         |   |        |       |           |                                |                         | <b>0.24</b> |          |                    |                    |                          | <b>105</b>                  | <b>7</b>                   | <b>8</b>                         | <b>9</b>            |                               |
| 4CR.20421.16                | Halifax | 7      | SR 1661 | FROM SR 1664 (W. C. RIVERS DR) TO SR 1661 (POPLAR ST)   | 4      | 2     | 2WU       | NO                             | NO                      | 0.24        | 25       |                    |                    |                          |                             | 158                        | 11                               | 3                   | 3                             |
| <b>TOTAL FOR MAP NO. 7</b>  |         |        |         |   |        |       |           |                                |                         | <b>0.24</b> |          |                    |                    |                          | <b>158</b>                  | <b>11</b>                  | <b>3</b>                         | <b>3</b>            |                               |
| 4CR.20421.16                | Halifax | 8      | SR 1661 | FROM SR 1661 (FIRST ST) TO US 158W                      | 5      | 2     | 2WU       | NO                             | NO                      | 0.07        | 22       | 904                |                    |                          |                             | 46                         | 3                                | 1                   |                               |
| <b>TOTAL FOR MAP NO. 8</b>  |         |        |         |   |        |       |           |                                |                         | <b>0.07</b> |          | <b>904</b>         |                    |                          | <b>46</b>                   | <b>3</b>                   | <b>1</b>                         |                     |                               |
| 4CR.20421.16                | Halifax | 9      | SR 1661 | FROM US 158W TO US 158E                                 | 6      | 2     | 2WU       | NO                             | NO                      | 0.05        | 22       |                    | 645                |                          |                             | 33                         | 2                                | 1                   | 1                             |
| <b>TOTAL FOR MAP NO. 9</b>  |         |        |         |   |        |       |           |                                |                         | <b>0.05</b> |          |                    | <b>645</b>         |                          | <b>33</b>                   | <b>2</b>                   | <b>1</b>                         | <b>1</b>            |                               |
| 4CR.20421.16                | Halifax | 10     | SR 1672 | FROM SR 1661 TO DEAD END                                | 3      | 2     | 2WU       | NO                             | NO                      | 0.07        | 17       |                    |                    |                          |                             | 29                         | 2                                |                     |                               |
| <b>TOTAL FOR MAP NO. 10</b> |         |        |         |   |        |       |           |                                |                         | <b>0.07</b> |          |                    |                    |                          | <b>29</b>                   | <b>2</b>                   |                                  |                     |                               |
| 4CR.20421.16                | Halifax | 11     | SR 1662 | FROM SR 1661 TO DEAD END                                | 3      | 2     | 2WU       | NO                             | NO                      | 0.14        | 16       |                    |                    |                          |                             | 55                         | 4                                |                     |                               |
| <b>TOTAL FOR MAP NO. 11</b> |         |        |         |   |        |       |           |                                |                         | <b>0.14</b> |          |                    |                    |                          | <b>55</b>                   | <b>4</b>                   |                                  |                     |                               |
| 4CR.20421.16                | Halifax | 12     | SR 1663 | FROM SR 1661 TO DEAD END                                | 3      | 2     | 2WU       | NO                             | NO                      | 0.09        | 16       |                    |                    |                          |                             | 36                         | 2                                |                     |                               |
| <b>TOTAL FOR MAP NO. 12</b> |         |        |         |   |        |       |           |                                |                         | <b>0.09</b> |          |                    |                    |                          | <b>36</b>                   | <b>2</b>                   |                                  |                     |                               |
| 4CR.20421.16                | Halifax | 13     | SR 1664 | FROM SR 1661 TO US 158W                                 | 3      | 2     | 2WU       | NO                             | NO                      | 0.12        | 17       |                    |                    |                          |                             | 50                         | 3                                | 1                   |                               |
| <b>TOTAL FOR MAP NO. 13</b> |         |        |         |   |        |       |           |                                |                         | <b>0.12</b> |          |                    |                    |                          | <b>50</b>                   | <b>3</b>                   | <b>1</b>                         |                     |                               |
| 4CR.20421.16                | Halifax | 14     | SR 1229 | FROM SR 1002 TO SR 1230                                 | 3      | 2     | 2WU       | NO                             | NO                      | 0.1         | 20.5     |                    |                    |                          |                             | 51                         | 3                                |                     | 1                             |
| <b>TOTAL FOR MAP NO. 14</b> |         |        |         |   |        |       |           |                                |                         | <b>0.1</b>  |          |                    |                    |                          | <b>51</b>                   | <b>3</b>                   |                                  | <b>1</b>            |                               |
| 4CR.20421.16                | Halifax | 15     | SR 1230 | FROM SR 1229 TO SR 1231                                 | 3      | 2     | 2WU       | NO                             | NO                      | 0.28        | 20.5     |                    |                    |                          |                             | 142                        | 10                               |                     |                               |
| <b>TOTAL FOR MAP NO. 15</b> |         |        |         |   |        |       |           |                                |                         | <b>0.28</b> |          |                    |                    |                          | <b>142</b>                  | <b>10</b>                  |                                  |                     |                               |
| 4CR.20421.16                | Halifax | 16     | SR 1231 | FROM SR 1230 TO END MAINTENANCE                         | 3      | 2     | 2WU       | NO                             | NO                      | 0.07        | 20.5     |                    |                    |                          |                             | 35                         | 2                                |                     |                               |

|                             |         |    |         |                          |   |   |     |    |    |             |      |  |  | PROJECT NO.  |           | SHEET NO. | TOTAL NO. |  |
|-----------------------------|---------|----|---------|--------------------------|---|---|-----|----|----|-------------|------|--|--|--------------|-----------|-----------|-----------|--|
|                             |         |    |         |                          |   |   |     |    |    |             |      |  |  | 4CR.20421.16 |           |           |           |  |
| <b>TOTAL FOR MAP NO. 16</b> |         |    |         |                          |   |   |     |    |    | <b>0.07</b> |      |  |  |              | <b>35</b> | <b>2</b>  |           |  |
| 4CR.20421.16                | Halifax | 17 | SR 1581 | FROM SR 1559 TO SR 1559  | 4 | 2 | 2WU | NO | NO | 0.05        | 24   |  |  | 35           | 2         |           |           |  |
| <b>TOTAL FOR MAP NO. 17</b> |         |    |         |                          |   |   |     |    |    | <b>0.05</b> |      |  |  | <b>35</b>    | <b>2</b>  |           |           |  |
| 4CR.20421.16                | Halifax | 18 | SR 1559 | FROM SR 1527 TO SR 1527  | 4 | 2 | 2WU | NO | NO | 0.3         | 24   |  |  | 178          | 12        |           |           |  |
| <b>TOTAL FOR MAP NO. 18</b> |         |    |         |                          |   |   |     |    |    | <b>0.3</b>  |      |  |  | <b>178</b>   | <b>12</b> |           |           |  |
| 4CR.20421.16                | Halifax | 19 | SR 1528 | FROM SR 1527 TO DEAD END | 3 | 2 | 2WU | NO | NO | 0.3         | 18.5 |  |  | 147          | 10        |           |           |  |
| <b>TOTAL FOR MAP NO. 19</b> |         |    |         |                          |   |   |     |    |    | <b>0.3</b>  |      |  |  | <b>147</b>   | <b>10</b> |           |           |  |
| 4CR.20421.16                | Halifax | 20 | SR 1527 | FROM SR 1435 TO DEAD END | 3 | 2 | 2WU | NO | NO | 0.59        | 21.5 |  |  | 334          | 23        |           | 2         |  |
| <b>TOTAL FOR MAP NO. 20</b> |         |    |         |                          |   |   |     |    |    | <b>0.59</b> |      |  |  | <b>334</b>   | <b>23</b> |           | <b>2</b>  |  |
| 4CR.20421.16                | Halifax | 21 | SR 1435 | FROM US 158 TO DEAD END  | 3 | 2 | 2WU | NO | NO | 0.21        | 19.5 |  |  | 111          | 8         |           |           |  |
| <b>TOTAL FOR MAP NO. 21</b> |         |    |         |                          |   |   |     |    |    | <b>0.21</b> |      |  |  | <b>111</b>   | <b>8</b>  |           |           |  |
| 4CR.20421.16                | Halifax | 22 | SR 1444 | FROM SR 1426 TO US 158   | 3 | 2 | 2WU | NO | NO | 0.3         | 20   |  |  | 168          | 11        |           | 2         |  |
| <b>TOTAL FOR MAP NO. 22</b> |         |    |         |                          |   |   |     |    |    | <b>0.3</b>  |      |  |  | <b>168</b>   | <b>11</b> |           | <b>2</b>  |  |
| 4CR.20421.16                | Halifax | 23 | SR 1446 | FROM SR 1426 TO SR 1444  | 3 | 2 | 2WU | NO | NO | 0.09        | 20   |  |  | 44           | 3         |           |           |  |
| <b>TOTAL FOR MAP NO. 23</b> |         |    |         |                          |   |   |     |    |    | <b>0.09</b> |      |  |  | <b>44</b>    | <b>3</b>  |           |           |  |
| 4CR.20421.16                | Halifax | 24 | SR 1445 | FROM SR 1444 TO SR 1426  | 3 | 2 | 2WU | NO | NO | 0.09        | 20   |  |  | 44           | 3         |           |           |  |
| <b>TOTAL FOR MAP NO. 24</b> |         |    |         |                          |   |   |     |    |    | <b>0.09</b> |      |  |  | <b>44</b>    | <b>3</b>  |           |           |  |
| 4CR.20421.16                | Halifax | 25 | SR 1511 | FROM SR 1426 TO SR 1574  | 3 | 2 | 2WU | NO | NO | 0.26        | 19   |  |  | 142          | 10        |           |           |  |
| <b>TOTAL FOR MAP NO. 25</b> |         |    |         |                          |   |   |     |    |    | <b>0.26</b> |      |  |  | <b>142</b>   | <b>10</b> |           |           |  |
| 4CR.20421.16                | Halifax | 26 | SR 1573 | FROM SR 1511 TO DEAD END | 3 | 2 | 2WU | NO | NO | 0.24        | 19   |  |  | 123          | 8         |           |           |  |
| <b>TOTAL FOR MAP NO. 26</b> |         |    |         |                          |   |   |     |    |    | <b>0.24</b> |      |  |  | <b>123</b>   | <b>8</b>  |           |           |  |
| 4CR.20421.16                | Halifax | 27 | SR 1574 | FROM SR 1576 TO DEAD END | 3 | 2 | 2WU | NO | NO | 0.16        | 19   |  |  | 85           | 6         |           |           |  |
| <b>TOTAL FOR MAP NO. 27</b> |         |    |         |                          |   |   |     |    |    | <b>0.16</b> |      |  |  | <b>85</b>    | <b>6</b>  |           |           |  |
| 4CR.20421.16                | Halifax | 28 | SR 1575 | FROM SR 1573 TO DEAD END | 3 | 2 | 2WU | NO | NO | 0.1         | 19   |  |  | 47           | 3         |           |           |  |
| <b>TOTAL FOR MAP NO. 28</b> |         |    |         |                          |   |   |     |    |    | <b>0.1</b>  |      |  |  | <b>47</b>    | <b>3</b>  |           |           |  |
| 4CR.20421.16                | Halifax | 29 | SR 1576 | FROM SR 1574 TO DEAD END | 3 | 2 | 2WU | NO | NO | 0.08        | 19   |  |  | 38           | 3         |           |           |  |
| <b>TOTAL FOR MAP NO. 29</b> |         |    |         |                          |   |   |     |    |    | <b>0.08</b> |      |  |  | <b>38</b>    | <b>3</b>  |           |           |  |
| 4CR.20421.16                | Halifax | 30 | SR 1509 | FROM SR 1426 TO SR 1510  | 3 | 2 | 2WU | NO | NO | 0.07        | 19   |  |  | 33           | 2         |           | 1         |  |
| <b>TOTAL FOR MAP NO. 30</b> |         |    |         |                          |   |   |     |    |    | <b>0.07</b> |      |  |  | <b>33</b>    | <b>2</b>  |           | <b>1</b>  |  |
| 4CR.20421.16                | Halifax | 31 | SR 1510 | FROM SR 1509 TO SR 1511  | 3 | 2 | 2WU | NO | NO | 0.27        | 18.5 |  |  | 124          | 8         |           |           |  |
| <b>TOTAL FOR MAP NO. 31</b> |         |    |         |                          |   |   |     |    |    | <b>0.27</b> |      |  |  | <b>124</b>   | <b>8</b>  |           |           |  |
| 4CR.20421.16                | Halifax | 32 | SR 1463 | FROM SR 1426 TO DEAD END | 3 | 2 | 2WU | NO | NO | 0.3         | 19   |  |  | 161          | 11        |           | 3         |  |
| <b>TOTAL FOR MAP NO. 32</b> |         |    |         |                          |   |   |     |    |    | <b>0.3</b>  |      |  |  | <b>161</b>   | <b>11</b> |           | <b>3</b>  |  |
| 4CR.20421.16                | Halifax | 33 | SR 1516 | FROM SR 1463 TO SR 1516  | 3 | 2 | 2WU | NO | NO | 0.07        | 18.5 |  |  | 32           | 2         |           | 1         |  |
| <b>TOTAL FOR MAP NO. 33</b> |         |    |         |                          |   |   |     |    |    | <b>0.07</b> |      |  |  | <b>32</b>    | <b>2</b>  |           | <b>1</b>  |  |
| 4CR.20421.16                | Halifax | 34 | SR 1517 | FROM SR 1516 TO SR 1518  | 3 | 2 | 2WU | NO | NO | 0.1         | 18.5 |  |  | 46           | 3         |           |           |  |
| <b>TOTAL FOR MAP NO. 34</b> |         |    |         |                          |   |   |     |    |    | <b>0.1</b>  |      |  |  | <b>46</b>    | <b>3</b>  |           |           |  |
| 4CR.20421.16                | Halifax | 35 | SR 1518 | FROM SR 1517 TO SR 1463  | 3 | 2 | 2WU | NO | NO | 0.07        | 18.5 |  |  | 32           | 2         |           |           |  |
| <b>TOTAL FOR MAP NO. 35</b> |         |    |         |                          |   |   |     |    |    | <b>0.07</b> |      |  |  | <b>32</b>    | <b>2</b>  |           |           |  |
| 4CR.20421.16                | Halifax | 36 | SR 1903 | FROM SR 1426 TO SR 1902  | 3 | 2 | 2WU | NO | NO | 0.17        | 20   |  |  | 94           | 6         |           | 1         |  |
| <b>TOTAL FOR MAP NO. 36</b> |         |    |         |                          |   |   |     |    |    | <b>0.17</b> |      |  |  | <b>94</b>    | <b>6</b>  |           | <b>1</b>  |  |
| 4CR.20421.16                | Halifax | 37 | SR 1471 | FROM SR 1426 TO SR 1472  | 3 | 2 | 2WU | NO | NO | 0.07        | 18   |  |  | 31           | 2         |           |           |  |
| <b>TOTAL FOR MAP NO. 37</b> |         |    |         |                          |   |   |     |    |    | <b>0.07</b> |      |  |  | <b>31</b>    | <b>2</b>  |           |           |  |
| 4CR.20421.16                | Halifax | 38 | SR 1472 | FROM SR 1471 TO SR 1473  | 3 | 2 | 2WU | NO | NO | 0.16        | 18   |  |  | 71           | 5         |           |           |  |

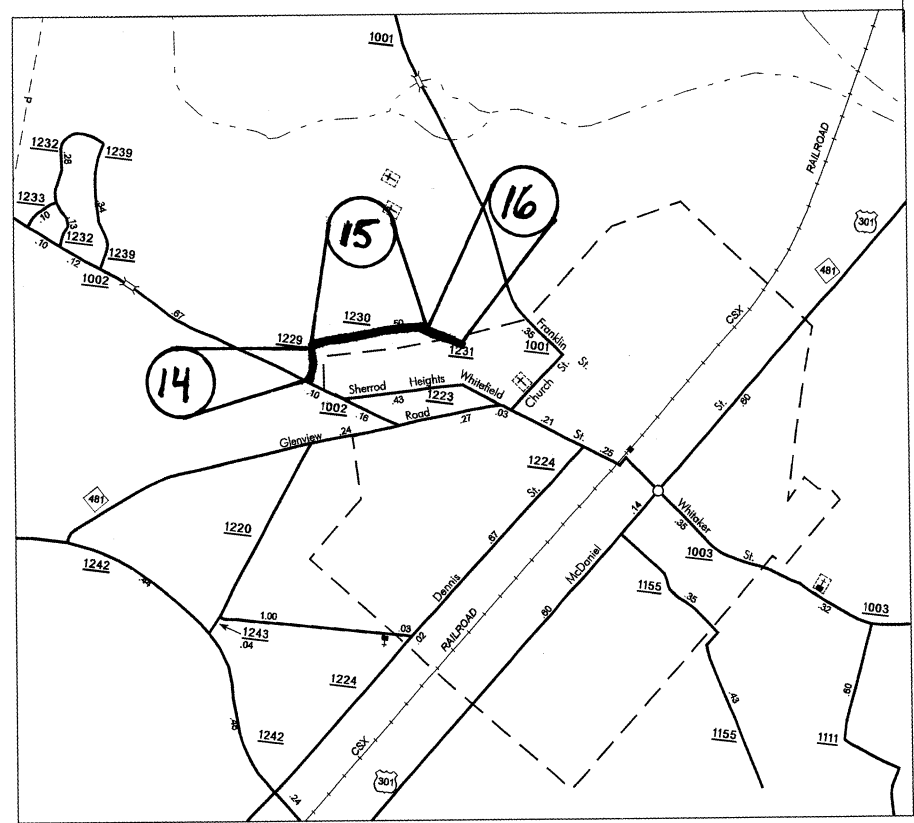
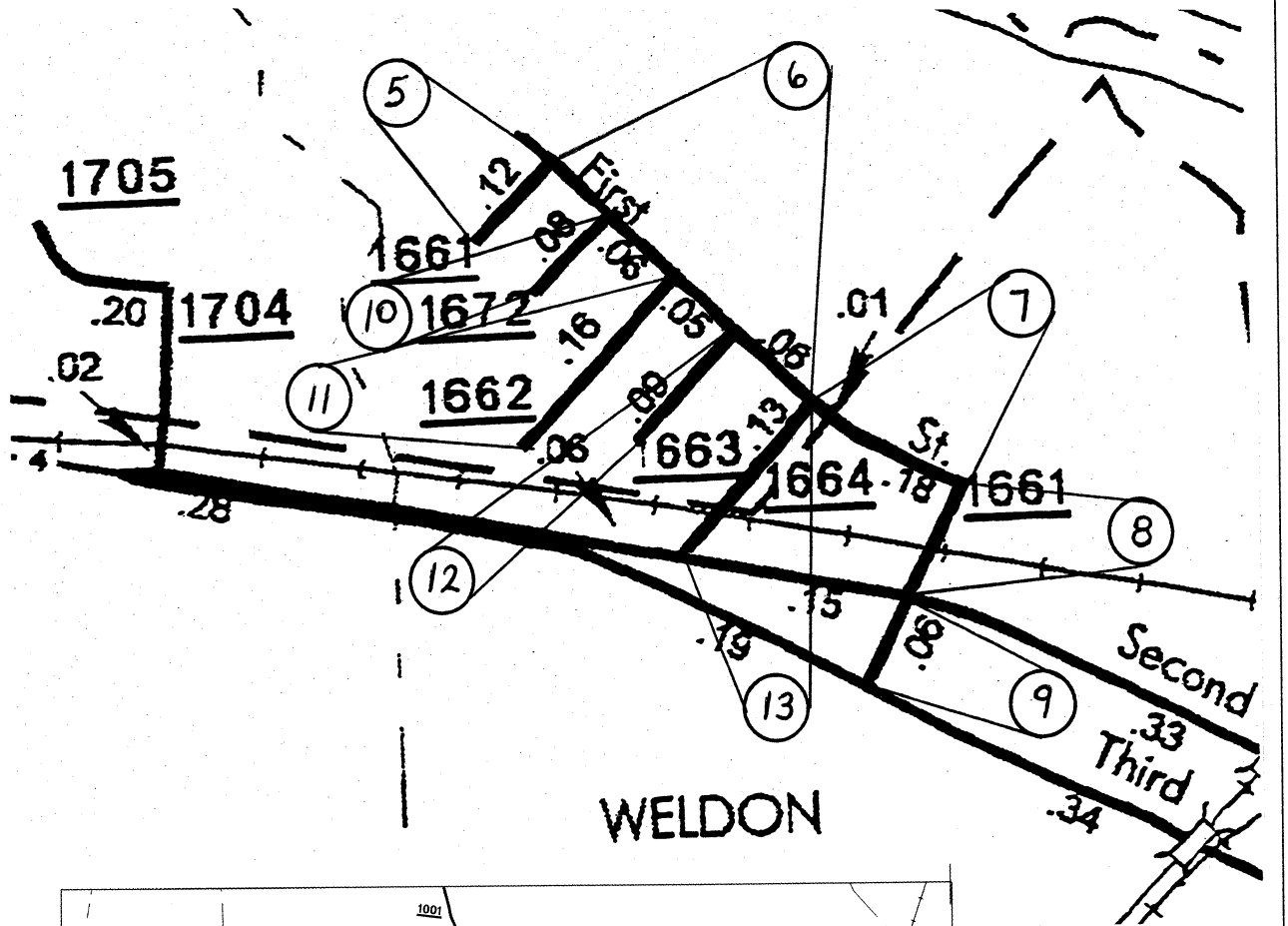
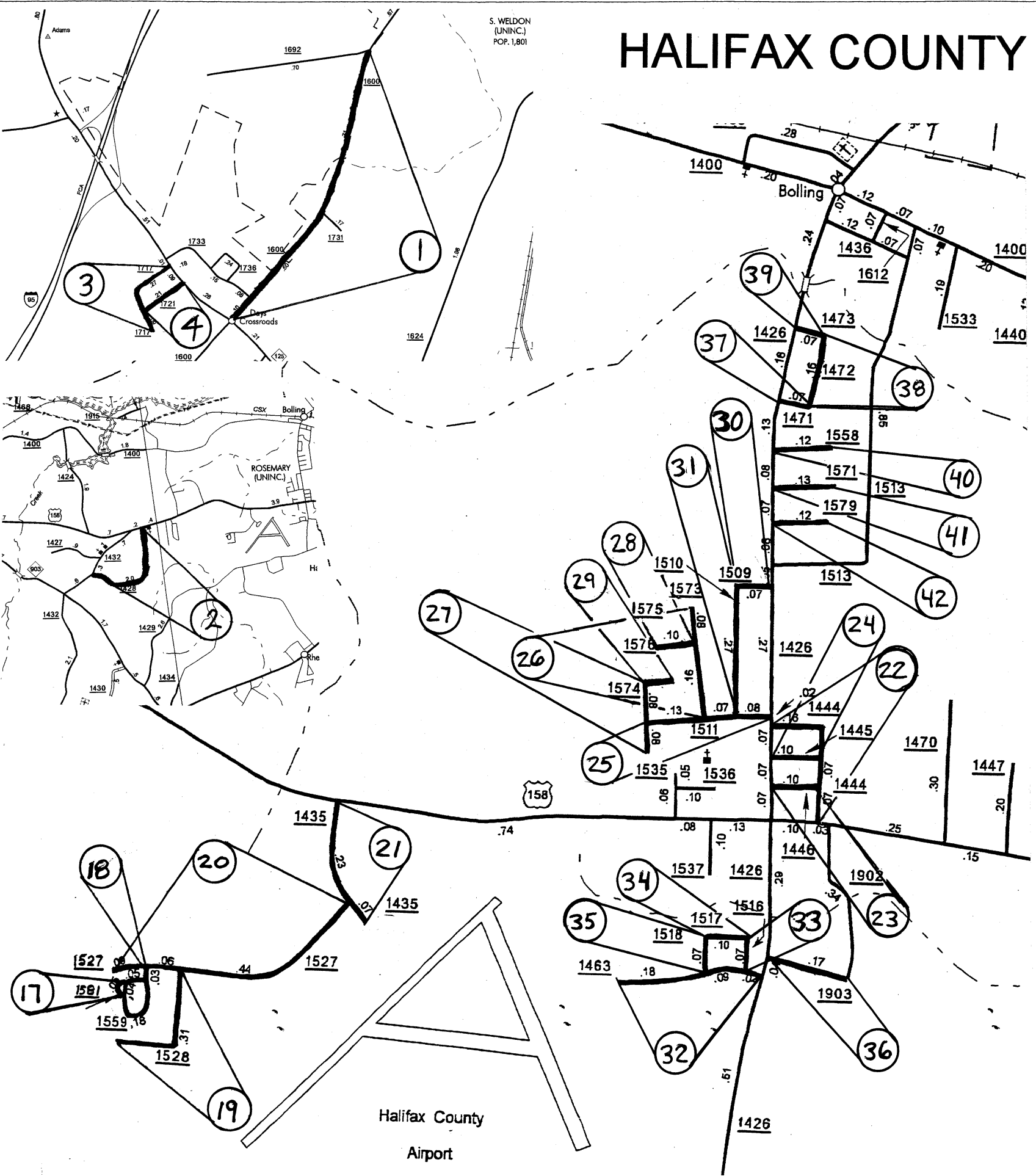
|  |         |    |         |                          |   |   |     |    |    |             |      |            |            | PROJECT NO.  | SHEET NO.    | TOTAL NO.    |            |           |           |
|--|---------|----|---------|--------------------------|---|---|-----|----|----|-------------|------|------------|------------|--------------|--------------|--------------|------------|-----------|-----------|
|  |         |    |         |                          |   |   |     |    |    |             |      |            |            | 4CR.20421.16 |              |              |            |           |           |
| <b>TOTAL FOR MAP NO. 38</b>            |         |    |         |                          |   |   |     |    |    | <b>0.16</b> |      |            |            |              | <b>71</b>    | <b>5</b>     |            |           |           |
| 4CR.20421.16                           | Halifax | 39 | SR 1473 | FROM SR 1472 TO SR 1426  | 3 | 2 | 2WU | NO | NO | 0.07        | 18   |            |            |              | 31           | 2            |            |           |           |
| <b>TOTAL FOR MAP NO. 39</b>            |         |    |         |                          |   |   |     |    |    | <b>0.07</b> |      |            |            |              | <b>31</b>    | <b>2</b>     |            |           |           |
| 4CR.20421.16                           | Halifax | 40 | SR 1558 | FROM SR 1426 TO DEAD END | 3 | 2 | 2WU | NO | NO | 0.12        | 24   |            |            |              | 81           | 6            |            |           |           |
| <b>TOTAL FOR MAP NO. 40</b>            |         |    |         |                          |   |   |     |    |    | <b>0.12</b> |      |            |            |              | <b>81</b>    | <b>6</b>     |            |           |           |
| 4CR.20421.16                           | Halifax | 41 | SR 1571 | FROM SR 1426 TO DEAD END | 3 | 2 | 2WU | NO | NO | 0.13        | 24.5 |            |            |              | 89           | 6            |            |           |           |
| <b>TOTAL FOR MAP NO. 41</b>            |         |    |         |                          |   |   |     |    |    | <b>0.13</b> |      |            |            |              | <b>89</b>    | <b>6</b>     |            |           |           |
| 4CR.20421.16                           | Halifax | 42 | SR 1579 | FROM SR 1426 TO DEAD END | 3 | 2 | 2WU | NO | NO | 0.12        | 25   |            |            |              | 84           | 6            |            |           |           |
| <b>TOTAL FOR MAP NO. 42</b>            |         |    |         |                          |   |   |     |    |    | <b>0.12</b> |      |            |            |              | <b>84</b>    | <b>6</b>     |            |           |           |
| <b>TOTAL FOR PROJ NO. 4CR.20421.16</b> |         |    |         |                          |   |   |     |    |    | <b>9.72</b> |      | <b>904</b> | <b>645</b> | <b>754</b>   | <b>2,770</b> | <b>3,426</b> | <b>450</b> | <b>14</b> | <b>24</b> |
| <b>GRANDTOTAL</b>                      |         |    |         |                          |   |   |     |    |    | <b>9.72</b> |      | <b>904</b> | <b>645</b> | <b>754</b>   | <b>2,770</b> | <b>3,426</b> | <b>450</b> | <b>14</b> | <b>24</b> |



S. WELDON  
(UNINC.)  
POP. 1,801

# HALIFAX COUNTY

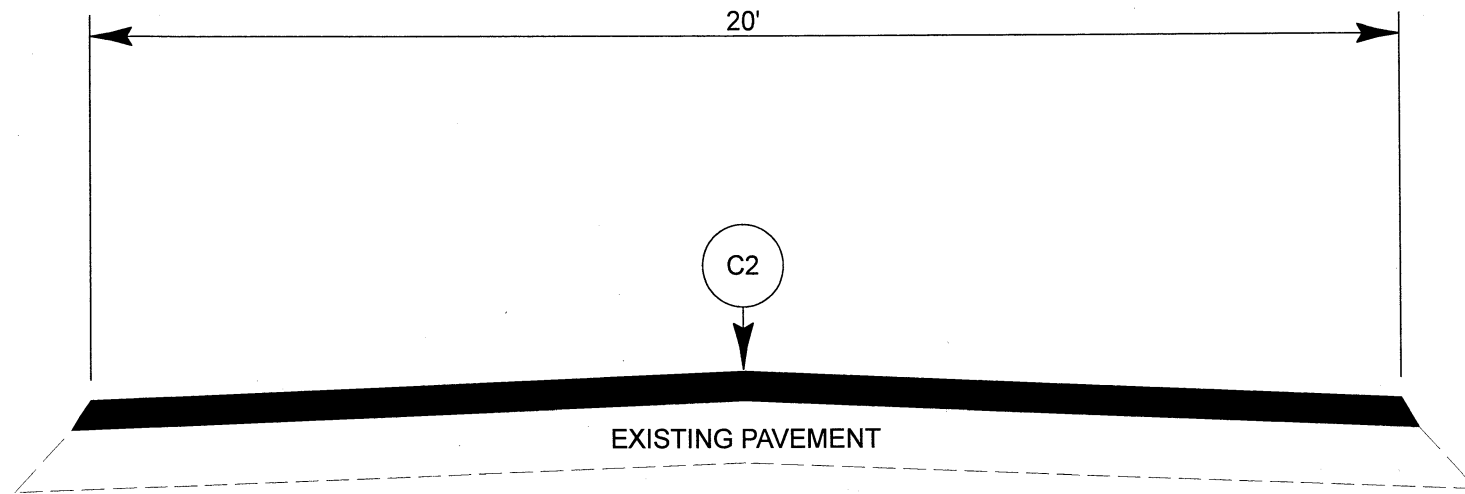
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|--------------|-----------|--------------|
| 4CR.20421.16 |           |              |
|              |           |              |



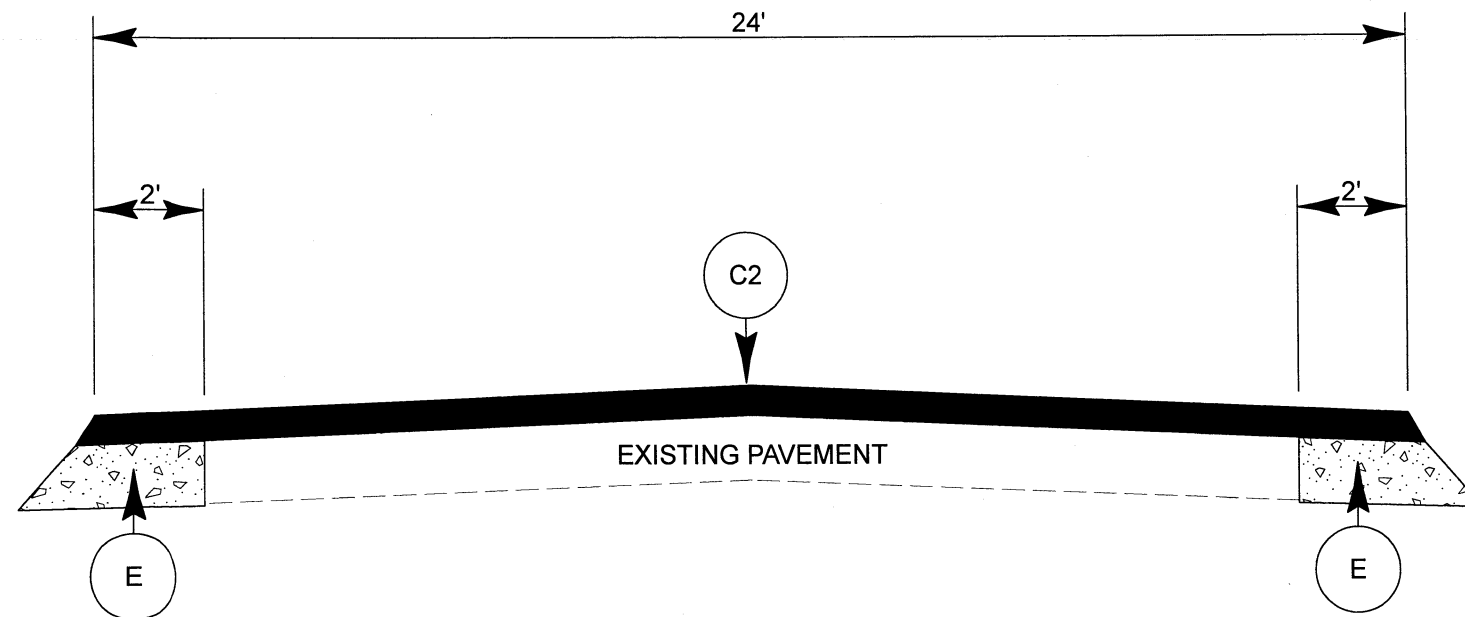
Halifax County  
Airport

Enfield  
Pop. 3,032

|                             |           |              |
|-----------------------------|-----------|--------------|
| PROJECT NO.<br>4CR.20421.16 | SHEET NO. | TOTAL SHEETS |
|                             |           |              |



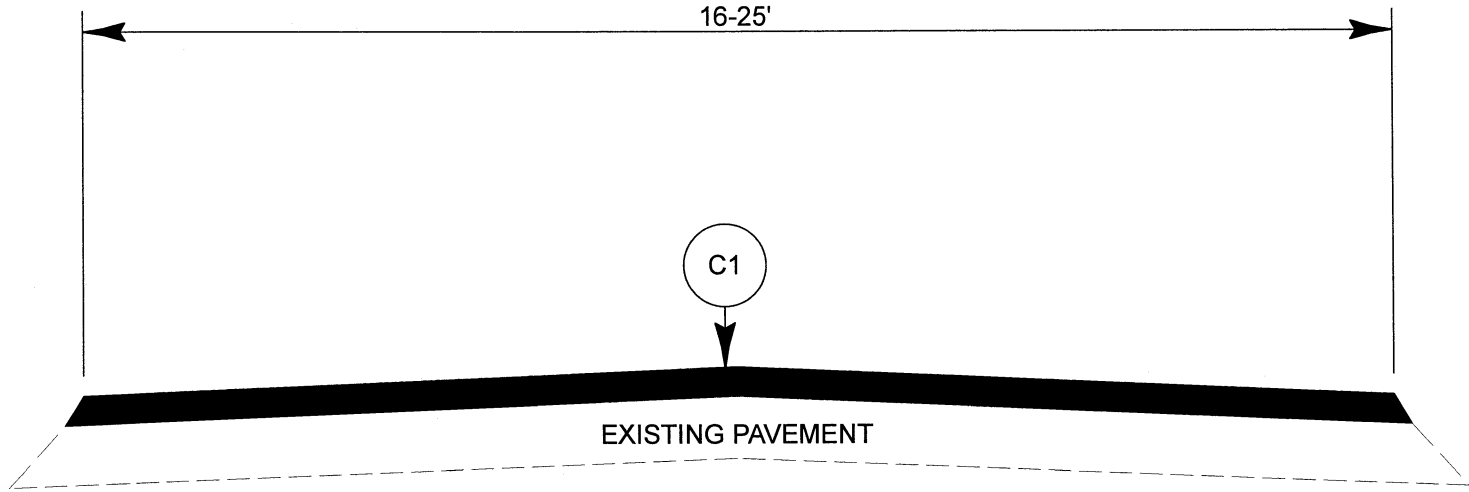
TYPICAL SECTION NO. 1



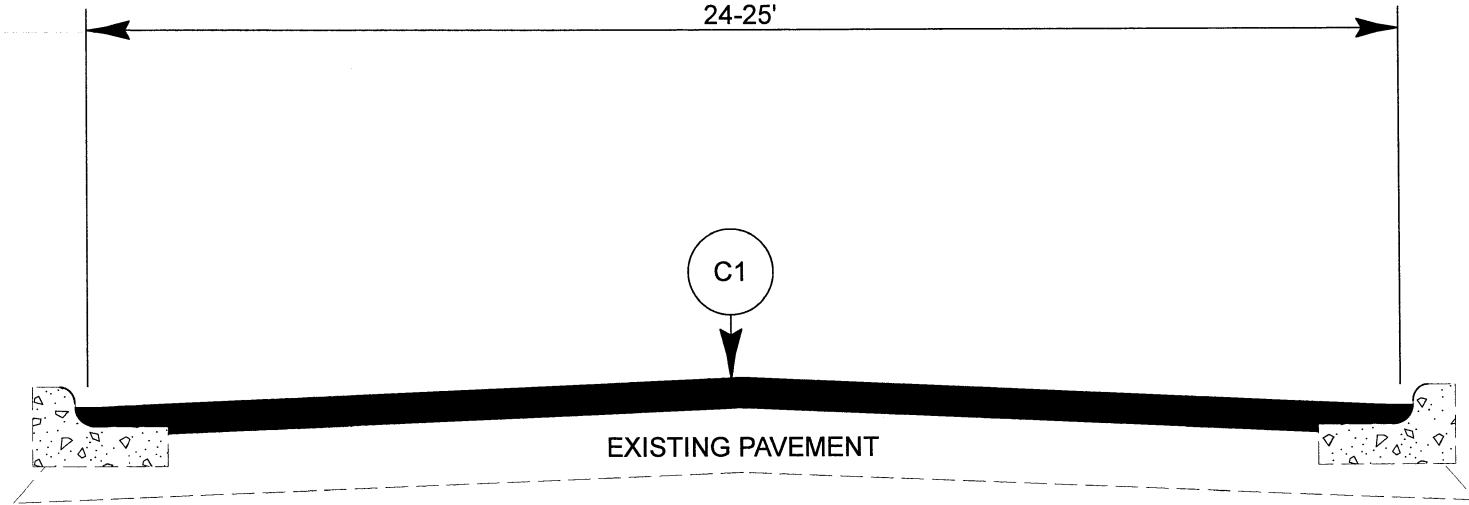
TYPICAL SECTION NO. 2

| PAVEMENT SCHEDULE |  |
|-------------------|--|
| C1                | ASPHALT CONCRETE SURFACE COURSE, S4.75A, AT AN AVERAGE RATE OF 80 LBS PER SQ YD (0.8")   |
| C2                | ASPHALT CONCRETE SURFACE COURSE, SF9.5A, AT AN AVERAGE RATE OF 138 LBS PER SQ YD (1.25") |
| E                 | ASPHALT CONCRETE BASE COURSE, B25.0B, AT AN AVERAGE RATE OF 456 LBS PER SQ YD (4")       |
| Y1                | MILL ASPHALT 0-2"  |
| Y2                | MILL ASPHALT 2-4"  |

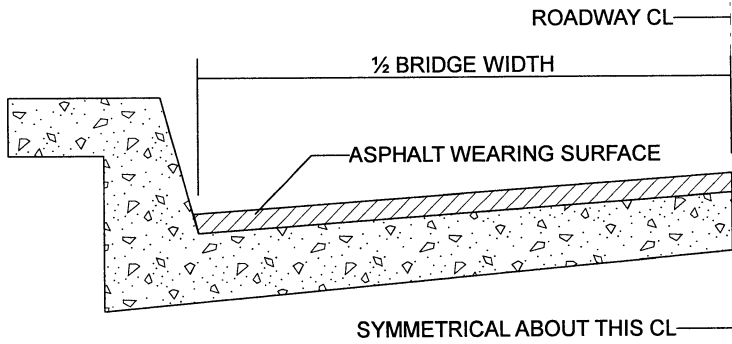
|              |           |              |
|--------------|-----------|--------------|
| PROJECT NO.  | SHEET NO. | TOTAL SHEETS |
| 4CR.20421.16 |           |              |
|              |           |              |



TYPICAL SECTION NO. 3



TYPICAL SECTION NO. 4



BRIDGE HALF TYPICAL SECTION

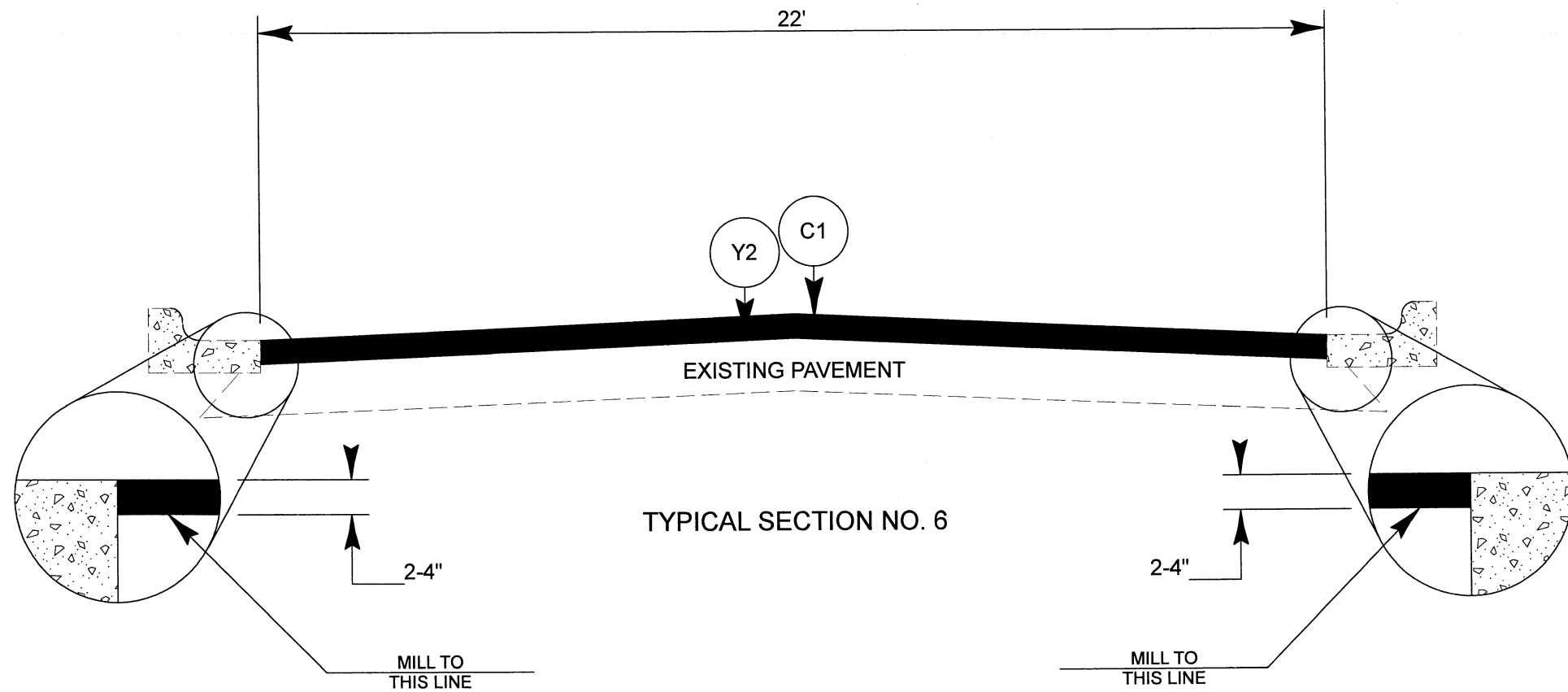
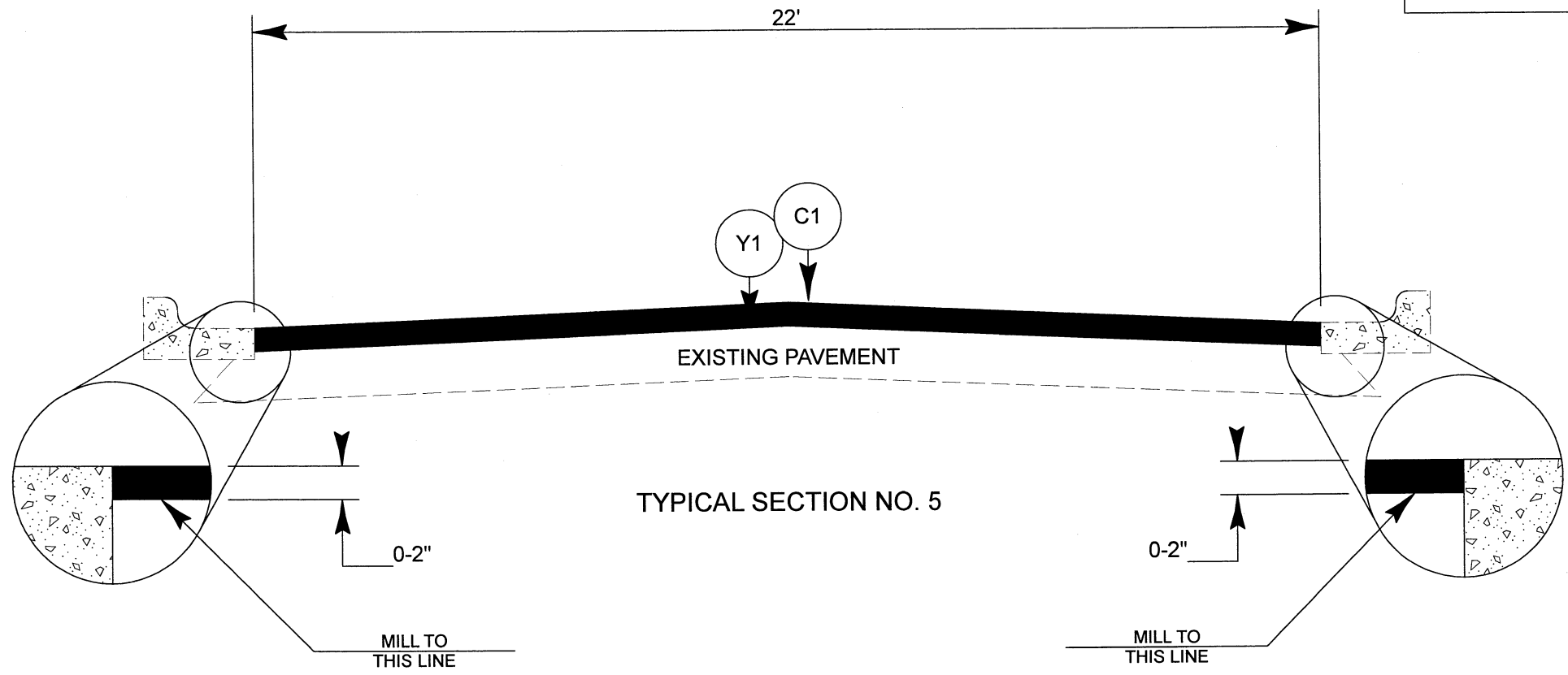
FOR BRIDGES WITH FLOOR DRAINS, CARE SHALL BE EXERCISED IN PLACING THE WEARING SURFACE AROUND FLOOR DRAINS SO AS NOT TO HINDER EFFECTIVE DRAINAGE. ALL DRAINS SHALL BE LEFT OPEN

THE PROPOSED WEARING SURFACE SHALL VARY IN THICKNESS AS NECESSARY TO PROVIDE A SMOOTH RIDING SURFACE. THE MINIMUM THICKNESS SHOULD DEPEND ON PAVEMENT TYPE AS FOLLOWS: S4.75A 1/2", SF9.5A 1.0", S9.5X 1.5", S12.5X 2.0", ULTRATHIN HOT MIX ASPHALT-TYPE A 1/4", ULTRATHIN HOT MIX ASPHALT-TYPE B 5/8", ULTRATHIN HOT MIX ASPHALT-TYPE C 1/2". THE MAXIMUM THICKNESS SHOULD DEPEND ON PAVEMENT TYPE AS FOLLOWS: S4.75A 1.0", SF9.5A 1.5", S9.5X 2.0", S12.5X 2.0", ULTRATHIN HOT MIX ASPHALT-TYPE A 1/4", ULTRATHIN HOT MIX ASPHALT-TYPE B 5/8", ULTRATHIN HOT MIX ASPHALT-TYPE C 1/2".

**NOTES**

ALL UNPAVED ROADS TO BE RESURFACED 50' FROM EDGE OF PAVEMENT OF MAIN PROJECT.  
 ALL PAVED S.R. ROADS TO BE RESURFACED TO THE ENDS OF THE RADII, OR AS DIRECTED BY THE ENGINEER.  
 EDGES, PAVEMENT WIDENING, INTERSECTIONS AND BRIDGE FLARES ARE INCLUDED IN THE TABLE OF QUANTITIES.  
 SHOULDERS AND DITCHES ARE TO BE CONSTRUCTED BY OTHERS UNLESS OTHERWISE INDICATED.  
 BRIDGES ARE TO BE RESURFACED AT LOCATIONS AND TO DEPTH AS DIRECTED BY THE ENGINEER.

|                             |           |              |
|-----------------------------|-----------|--------------|
| PROJECT NO.<br>4CR.20421.16 | SHEET NO. | TOTAL SHEETS |
|                             |           |              |



## **INSTRUCTIONS TO BIDDERS**

**PLEASE READ ALL INSTRUCTIONS CAREFULLY  
BEFORE PREPARING AND SUBMITTING YOUR BID.**

**All bids shall be prepared and submitted in accordance with the following requirements. Failure to comply with any requirement shall cause the bid to be considered irregular and shall be grounds for rejection of the bid.**

1. The bid sheet furnished by NCDOT with the proposal shall be used and shall not be altered in any manner. The bid shall not be considered complete unless all forms included in this proposal are properly completed and/or executed as instructed. **DO NOT SEPARATE THE BID SHEET FROM THE PROPOSAL!**
2. All entries on the bid sheet shall be written in ink.
3. The Bidder shall submit a unit price for every item on the bid form. The unit prices for the various contract items shall be written in figures.
4. An amount bid shall be entered on the bid sheet for every item. The amount bid for each item shall be determined by multiplying each unit bid by the quantity for that item, and shall be written in figures in the "Amount Bid" column of the sheet.
5. The total amount bid shall be written in figures in the proper place on the bid sheet. The total amount shall be determined by adding the total cost for each item.
6. Changes in any entry shall be made by marking through the entry in ink and making the correct entry adjacent thereto in ink. A representative of the Bidder shall initial the change in ink.
7. The bid shall be properly executed.
8. The bid shall not contain any unauthorized additions, deletions, or conditional bids.
9. The bidder shall not add any provision reserving the right to accept or reject an award, or to enter into a contract pursuant to an award.
10. **The Proposal with the Bid Sheet Still Attached Shall be Placed in a Sealed Envelope and Shall Have Been Delivered to and Received in the Division Engineer's Office Located at 509 Ward Blvd. in Wilson by 2:00 PM on July 23, 2013.**
11. The sealed bid must display the following statement on the front of the sealed envelope:

**Quotation For: DD00080 (4CR.20421.16)**

12. If delivered by mail or courier, the sealed envelope shall be placed in another sealed envelope and the outer envelope shall be addressed as follows:

**W. M. Clarke, NCDOT  
PO Box 3165  
Wilson, NC 27895**

### **AWARD OF CONTRACT**

**The award of the contract, if it be awarded, will be made to the lowest responsible Bidder. The lowest responsible will be notified that his bid has been accepted and that he has been awarded the contract. NCDOT reserves the right to reject all bids.**

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**North Carolina Dept. of Transportation Bid Form**

| ITEM | SECT | DESCRIPTION                              | QTY.  | UNIT | UNIT PRICE | AMOUNT BID |
|------|------|--|-------|------|------------|------------|
| 1    | 800  | MOBILIZATION                             | 1     | LS   |            |            |
| 2    | 607  | MILLING ASPHALT PAVEMENT, 0" TO 2"       | 904   | SY   |            |            |
| 3    | 607  | MILLING ASPHALT PAVEMENT, 2" TO 4"       | 645   | SY   |            |            |
| 4    | 610  | ASPHALT CONC BASE COURSE TYPE B25.0B     | 754   | TON  |            |            |
| 5    | 610  | ASPHALT CONC SURFACE COURSE TYPE SF9.5A  | 2,770 | TON  |            |            |
| 6    | 610  | ASPHALT CONC SURFACE COURSE TYPE S4.75A  | 3,426 | TON  |            |            |
| 7    | 620  | ASPHALT BINDER FOR PLANT MIX             | 450   | TON  |            |            |
| 8    | 858  | ADJUSTMENT OF MANHOLES                   | 14    | EA   |            |            |
| 9    | 858  | ADJUSTMENT OF METER BOXES OR VALVE BOXES | 24    | EA   |            |            |

***TOTAL BID FOR PROJECT:* \_\_\_\_\_**

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## LISTING OF MBE & WBE SUBCONTRACTORS

Sheet \_\_\_\_\_ of \_\_\_\_\_

| FIRM NAME AND ADDRESS | MBE<br>or<br>WBE | ITEM<br>NO. | ITEM DESCRIPTION | * AGREED<br>UPON UNIT<br>PRICE | ** DOLLAR<br>VOLUME OF<br>ITEM |
|-----------------------|------------------|-------------|------------------|--------------------------------|--------------------------------|
|                       |                  |             |                  |                                |                                |
|                       |                  |             |                  |                                |                                |
|                       |                  |             |                  |                                |                                |
|                       |                  |             |                  |                                |                                |
|                       |                  |             |                  |                                |                                |
|                       |                  |             |                  |                                |                                |
|                       |                  |             |                  |                                |                                |
|                       |                  |             |                  |                                |                                |
|                       |                  |             |                  |                                |                                |
|                       |                  |             |                  |                                |                                |
|                       |                  |             |                  |                                |                                |
|                       |                  |             |                  |                                |                                |
|                       |                  |             |                  |                                |                                |
|                       |                  |             |                  |                                |                                |
|                       |                  |             |                  |                                |                                |
|                       |                  |             |                  |                                |                                |
|                       |                  |             |                  |                                |                                |

\* The Dollar Volume shown in this column shall be the Actual Price Agreed Upon by the Prime Contractor and the MBE and/or WBE subcontractor, and these prices will be used to determine the percentage of the MBE and/or WBE participation in the contract.

\*\* Must have entry even if figure to be entered is zero.

\*\* Dollar Volume of MBE Subcontractor    \$ \_\_\_\_\_  
 MBE Percentage of Total Contract Bid Price    \_\_\_\_\_ %  
 \*\* Dollar Volume of WBE Subcontractor    \$ \_\_\_\_\_  
 WBE Percentage of Total Contract Bid Price    \_\_\_\_\_ %

**This form must be completed in order for the Bid to be considered responsive and be publicly read. Bidders with no MBE and/or WBE participation must so indicate this on the form by entering the word or number *zero*.**

**This page left intentionally blank.**

Contract No. \_\_\_\_\_

Rev. 4-19-11

County \_\_\_\_\_

**EXECUTION OF BID  
NON-COLLUSION AFFIDAVIT, DEBARMENT CERTIFICATION AND GIFT BAN CERTIFICATION**

**CORPORATION**

The person executing the bid, on behalf of the Bidder, being duly sworn, solemnly swears (or affirms) that neither he, nor any official, agent or employee of the bidder has entered into any agreement, participated in any collusion, or otherwise taken any action which is in restraint of free competitive bidding in connection with any bid or contract, that the bidder has not been convicted of violating *N.C.G.S. § 133-24* within the last three years, and that the Bidder intends to do the work with its own bonafide employees or subcontractors and is not bidding for the benefit of another contractor.

In addition, execution of this bid in the proper manner also constitutes the Bidder's certification of status under penalty of perjury under the laws of the United States in accordance with the Debarment Certification attached, provided that the Debarment Certification also includes any required statements concerning exceptions that are applicable.

*N.C.G.S. § 133-32* and Executive Order 24 prohibit the offer to, or acceptance by, any State Employee of any gift from anyone with a contract with the State, or from any person seeking to do business with the State. By execution of any response in this procurement, you attest, for your entire organization and its employees or agents, that you are not aware that any such gift has been offered, accepted, or promised by any employees of your organization.

**SIGNATURE OF CONTRACTOR**

\_\_\_\_\_  
Full name of Corporation

\_\_\_\_\_  
Address as Prequalified

Attest \_\_\_\_\_

Secretary/Assistant Secretary  
*Select appropriate title*

By \_\_\_\_\_

President/Vice President/Assistant Vice President  
*Select appropriate title*

\_\_\_\_\_  
Print or type Signer's name

\_\_\_\_\_  
Print or type Signer's name

**CORPORATE SEAL**

**AFFIDAVIT MUST BE NOTARIZED**

Subscribed and sworn to before me this the

\_\_\_\_\_ day of \_\_\_\_\_ 20\_\_.

**NOTARY SEAL**

\_\_\_\_\_  
Signature of Notary Public

of \_\_\_\_\_ County

State of \_\_\_\_\_

My Commission Expires: \_\_\_\_\_

Contract No. \_\_\_\_\_

Rev. 4-19-11

County \_\_\_\_\_

**EXECUTION OF BID  
NON-COLLUSION AFFIDAVIT, DEBARMENT CERTIFICATION AND GIFT BAN CERTIFICATION**

**PARTNERSHIP**

The person executing the bid, on behalf of the Bidder, being duly sworn, solemnly swears (or affirms) that neither he, nor any official, agent or employee of the bidder has entered into any agreement, participated in any collusion, or otherwise taken any action which is in restraint of free competitive bidding in connection with any bid or contract, that the bidder has not been convicted of violating *N.C.G.S. § 133-24* within the last three years, and that the Bidder intends to do the work with its own bonafide employees or subcontractors and is not bidding for the benefit of another contractor.

In addition, execution of this bid in the proper manner also constitutes the Bidder's certification of status under penalty of perjury under the laws of the United States in accordance with the Debarment Certification attached, provided that the Debarment Certification also includes any required statements concerning exceptions that are applicable.

*N.C.G.S. § 133-32* and Executive Order 24 prohibit the offer to, or acceptance by, any State Employee of any gift from anyone with a contract with the State, or from any person seeking to do business with the State. By execution of any response in this procurement, you attest, for your entire organization and its employees or agents, that you are not aware that any such gift has been offered, accepted, or promised by any employees of your organization.

**SIGNATURE OF CONTRACTOR**

\_\_\_\_\_  
Full Name of Partnership

\_\_\_\_\_  
Address as Prequalified

By \_\_\_\_\_

\_\_\_\_\_  
Signature of Witness

\_\_\_\_\_  
Signature of Partner

\_\_\_\_\_  
Print or type Signer's name

\_\_\_\_\_  
Print or type Signer's name

**AFFIDAVIT MUST BE NOTARIZED**

Subscribed and sworn to before me this the

**NOTARY SEAL**

\_\_\_\_ day of \_\_\_\_\_ 20\_\_.

\_\_\_\_\_  
Signature of Notary Public

of \_\_\_\_\_ County

State of \_\_\_\_\_

My Commission Expires: \_\_\_\_\_

Contract No. \_\_\_\_\_

Rev. 4-19-11

County \_\_\_\_\_

**EXECUTION OF BID  
NON-COLLUSION AFFIDAVIT, DEBARMENT CERTIFICATION AND GIFT BAN CERTIFICATION**

**LIMITED LIABILITY COMPANY**

The person executing the bid, on behalf of the Bidder, being duly sworn, solemnly swears (or affirms) that neither he, nor any official, agent or employee of the bidder has entered into any agreement, participated in any collusion, or otherwise taken any action which is in restraint of free competitive bidding in connection with any bid or contract, that the bidder has not been convicted of violating *N.C.G.S. § 133-24* within the last three years, and that the Bidder intends to do the work with its own bonafide employees or subcontractors and is not bidding for the benefit of another contractor.

In addition, execution of this bid in the proper manner also constitutes the Bidder's certification of status under penalty of perjury under the laws of the United States in accordance with the Debarment Certification attached, provided that the Debarment Certification also includes any required statements concerning exceptions that are applicable.

*N.C.G.S. § 133-32* and Executive Order 24 prohibit the offer to, or acceptance by, any State Employee of any gift from anyone with a contract with the State, or from any person seeking to do business with the State. By execution of any response in this procurement, you attest, for your entire organization and its employees or agents, that you are not aware that any such gift has been offered, accepted, or promised by any employees of your organization.

**SIGNATURE OF CONTRACTOR**

\_\_\_\_\_  
Full Name of Firm

\_\_\_\_\_  
Address as Prequalified

\_\_\_\_\_  
Signature of Witness

\_\_\_\_\_  
Signature of Member/Manager/Authorized Agent  
*Select appropriate title*

\_\_\_\_\_  
Print or type Signer's name

\_\_\_\_\_  
Print or type Signer's Name

**AFFIDAVIT MUST BE NOTARIZED**

Subscribed and sworn to before me this the  
\_\_\_\_ day of \_\_\_\_\_ 20\_\_.

**NOTARY SEAL**

\_\_\_\_\_  
Signature of Notary Public

of \_\_\_\_\_ County

State of \_\_\_\_\_

My Commission Expires: \_\_\_\_\_

**EXECUTION OF BID  
NON-COLLUSION AFFIDAVIT, DEBARMENT CERTIFICATION AND GIFT BAN CERTIFICATION  
JOINT VENTURE (2) or (3)**

The person executing the bid, on behalf of the Bidder, being duly sworn, solemnly swears (or affirms) that neither he, nor any official, agent or employee of the bidder has entered into any agreement, participated in any collusion, or otherwise taken any action which is in restraint of free competitive bidding in connection with any bid or contract, that the bidder has not been convicted of violating *N.C.G.S. § 133-24* within the last three years, and that the Bidder intends to do the work with its own bonafide employees or subcontractors and is not bidding for the benefit of another contractor.

In addition, execution of this bid in the proper manner also constitutes the Bidder's certification of status under penalty of perjury under the laws of the United States in accordance with the Debarment Certification attached, provided that the Debarment Certification also includes any required statements concerning exceptions that are applicable.

*N.C.G.S. § 133-32* and Executive Order 24 prohibit the offer to, or acceptance by, any State Employee of any gift from anyone with a contract with the State, or from any person seeking to do business with the State. By execution of any response in this procurement, you attest, for your entire organization and its employees or agents, that you are not aware that any such gift has been offered, accepted, or promised by any employees of your organization.

**SIGNATURE OF CONTRACTOR**

Instructions: **2 Joint Venturers** Fill in lines (1), (2) and (3) and execute. **3 Joint Venturers** Fill in lines (1), (2), (3) and (4) and execute. On Line (1), fill in the name of the Joint Venture Company. On Line (2), fill in the name of one of the joint venturers and execute below in the appropriate manner. On Line (3), print or type the name of the other joint venturer and execute below in the appropriate manner. On Line (4), fill in the name of the third joint venturer, if applicable and execute below in the appropriate manner.

(1) \_\_\_\_\_  
Name of Joint Venture

(2) \_\_\_\_\_  
Name of Contractor

\_\_\_\_\_  
Address as Prequalified

\_\_\_\_\_  
Signature of Witness or Attest By Signature of Contractor

\_\_\_\_\_  
Print or type Signer's name Print or type Signer's name

*If Corporation, affix Corporate Seal* and

(3) \_\_\_\_\_  
Name of Contractor

\_\_\_\_\_  
Address as Prequalified

\_\_\_\_\_  
Signature of Witness or Attest By Signature of Contractor

\_\_\_\_\_  
Print or type Signer's name Print or type Signer's name

*If Corporation, affix Corporate Seal* and

(4) \_\_\_\_\_  
Name of Contractor (for 3 Joint Venture only)

\_\_\_\_\_  
Address as Prequalified

\_\_\_\_\_  
Signature of Witness or Attest By Signature of Contractor

\_\_\_\_\_  
Print or type Signer's name Print or type Signer's name

*If Corporation, affix Corporate Seal*

NOTARY SEAL

*Affidavit must be notarized for Line (2)*

Subscribed and sworn to before me this  
\_\_\_\_\_ day of \_\_\_\_\_ 20\_\_\_\_

\_\_\_\_\_  
Signature of Notary Public  
of \_\_\_\_\_ County  
State of \_\_\_\_\_  
My Commission Expires: \_\_\_\_\_

NOTARY SEAL

*Affidavit must be notarized for Line (3)*

Subscribed and sworn to before me this  
\_\_\_\_\_ day of \_\_\_\_\_ 20\_\_\_\_

\_\_\_\_\_  
Signature of Notary Public  
of \_\_\_\_\_ County  
State of \_\_\_\_\_  
My Commission Expires: \_\_\_\_\_

NOTARY SEAL

*Affidavit must be notarized for Line (4)*

Subscribed and sworn to before me this  
\_\_\_\_\_ day of \_\_\_\_\_ 20\_\_\_\_

\_\_\_\_\_  
Signature of Notary Public  
of \_\_\_\_\_ County  
State of \_\_\_\_\_  
My Commission Expires: \_\_\_\_\_

Contract No. \_\_\_\_\_

Rev. 4-19-11

County \_\_\_\_\_

**EXECUTION OF BID  
NON-COLLUSION AFFIDAVIT, DEBARMENT CERTIFICATION AND GIFT BAN CERTIFICATION**

**INDIVIDUAL DOING BUSINESS UNDER A FIRM NAME**

The person executing the bid, on behalf of the Bidder, being duly sworn, solemnly swears (or affirms) that neither he, nor any official, agent or employee of the bidder has entered into any agreement, participated in any collusion, or otherwise taken any action which is in restraint of free competitive bidding in connection with any bid or contract, that the bidder has not been convicted of violating *N.C.G.S. § 133-24* within the last three years, and that the Bidder intends to do the work with its own bonafide employees or subcontractors and is not bidding for the benefit of another contractor.

In addition, execution of this bid in the proper manner also constitutes the Bidder's certification of status under penalty of perjury under the laws of the United States in accordance with the Debarment Certification attached, provided that the Debarment Certification also includes any required statements concerning exceptions that are applicable.

*N.C.G.S. § 133-32* and Executive Order 24 prohibit the offer to, or acceptance by, any State Employee of any gift from anyone with a contract with the State, or from any person seeking to do business with the State. By execution of any response in this procurement, you attest, for your entire organization and its employees or agents, that you are not aware that any such gift has been offered, accepted, or promised by any employees of your organization.

**SIGNATURE OF CONTRACTOR**

Name of Contractor

\_\_\_\_\_ Individual name

Trading and doing business as

\_\_\_\_\_ Full name of Firm

\_\_\_\_\_ Address as Prequalified

\_\_\_\_\_ Signature of Witness

\_\_\_\_\_ Signature of Contractor, Individually

\_\_\_\_\_ Print or type Signer's name

\_\_\_\_\_ Print or type Signer's name

**AFFIDAVIT MUST BE NOTARIZED**

Subscribed and sworn to before me this the

**NOTARY SEAL**

\_\_\_\_\_ day of \_\_\_\_\_ 20\_\_.

\_\_\_\_\_ Signature of Notary Public

of \_\_\_\_\_ County

State of \_\_\_\_\_

My Commission Expires: \_\_\_\_\_

Contract No. \_\_\_\_\_

Rev. 4-19-11

County \_\_\_\_\_

**EXECUTION OF BID  
NON-COLLUSION AFFIDAVIT, DEBARMENT CERTIFICATION AND GIFT BAN CERTIFICATION**

**INDIVIDUAL DOING BUSINESS IN HIS OWN NAME**

The person executing the bid, on behalf of the Bidder, being duly sworn, solemnly swears (or affirms) that neither he, nor any official, agent or employee of the bidder has entered into any agreement, participated in any collusion, or otherwise taken any action which is in restraint of free competitive bidding in connection with any bid or contract, that the bidder has not been convicted of violating *N.C.G.S. § 133-24* within the last three years, and that the Bidder intends to do the work with its own bonafide employees or subcontractors and is not bidding for the benefit of another contractor.

In addition, execution of this bid in the proper manner also constitutes the Bidder's certification of status under penalty of perjury under the laws of the United States in accordance with the Debarment Certification attached, provided that the Debarment Certification also includes any required statements concerning exceptions that are applicable.

*N.C.G.S. § 133-32* and Executive Order 24 prohibit the offer to, or acceptance by, any State Employee of any gift from anyone with a contract with the State, or from any person seeking to do business with the State. By execution of any response in this procurement, you attest, for your entire organization and its employees or agents, that you are not aware that any such gift has been offered, accepted, or promised by any employees of your organization.

**SIGNATURE OF CONTRACTOR**

Name of Contractor \_\_\_\_\_  
Print or type Individual name

\_\_\_\_\_  
Address as Prequalified

\_\_\_\_\_  
Signature of Contractor, Individually

\_\_\_\_\_  
Print or type Signer's Name

\_\_\_\_\_  
Signature of Witness

\_\_\_\_\_  
Print or type Signer's name

**AFFIDAVIT MUST BE NOTARIZED**

Subscribed and sworn to before me this the \_\_\_\_\_  
\_\_\_\_\_ day of \_\_\_\_\_ 20\_\_.

**NOTARY SEAL**

\_\_\_\_\_  
Signature of Notary Public

of \_\_\_\_\_ County

State of \_\_\_\_\_

My Commission Expires: \_\_\_\_\_



## DEBARMENT CERTIFICATION

### Conditions for certification:

1. The prequalified bidder shall provide immediate written notice to the Municipality if at any time the bidder learns that his certification was erroneous when he submitted his debarment certification or explanation filed with the Municipality, or has become erroneous because of changed circumstances.
2. The terms *covered transaction, debarred, suspended, ineligible, lower tier covered transaction, participant, person, primary covered transaction, principal, proposal, and voluntarily excluded*, as used in this provision, have the meanings set out in the Definitions and Coverage sections of the rules implementing Executive Order 12549. A copy of the Federal Rules requiring this certification and detailing the definitions and coverages may be obtained from the Municipality project representative.
3. The prequalified bidder agrees by submitting this form, that he will not knowingly enter into any lower tier covered transaction with a person who is debarred, suspended, declared ineligible, or voluntarily excluded from participation in Municipal contracts, unless authorized by the Municipality.
4. For Federal Aid projects, the prequalified bidder further agrees that by submitting this form he will include the Federal-Aid Provision titled *Required Contract Provisions Federal-Aid Construction Contract (Form FHWA PR 1273)* provided by the Municipality, without subsequent modification, in all lower tier covered transactions.
5. The prequalified bidder may rely upon a certification of a participant in a lower tier covered transaction that he is not debarred, suspended, ineligible, or voluntarily excluded from the covered transaction, unless he knows that the certification is erroneous. The bidder may decide the method and frequency by which he will determine the eligibility of his subcontractors.
6. Nothing contained in the foregoing shall be construed to require establishment of a system of records in order to render in good faith the certification required by this provision. The knowledge and information of a participant is not required to exceed that which is normally possessed by a prudent person in the ordinary course of business dealings.
7. Except as authorized in paragraph 6 herein, the Municipality may terminate any contract if the bidder knowingly enters into a lower tier covered transaction with a person who is suspended, debarred, ineligible, or voluntarily excluded from participation in this transaction, in addition to other remedies available by the Federal Government.

### DEBARMENT CERTIFICATION

The prequalified bidder certifies to the best of his knowledge and belief, that he and his principals:

- a. Are not presently debarred, suspended, proposed for debarment, declared ineligible, or voluntarily excluded from covered transactions by any Federal department or agency;
- b. Have not within a three-year period preceding this proposal been convicted of or had a civil judgment rendered against them for commission of fraud or a criminal offense in connection with obtaining, attempting to obtain, or performing a public (Federal, State or local) transaction or contract under a public transaction; violation of Federal or State antitrust statutes or commission of embezzlement, theft, forgery, bribery, falsification or destruction of records; making false statements; or receiving stolen property;
- c. Are not presently indicted for or otherwise criminally or civilly charged by a governmental entity (Federal, State or local) with commission of any of the offenses enumerated in paragraph b. of this certification; and
- d. Have not within a three-year period preceding this proposal had one or more public transactions (Federal, State or local) terminated for cause or default.
- e. Will submit a revised Debarment Certification immediately if his status changes and will show in his bid proposal an explanation for the change in status.

If the prequalified bidder cannot certify that he is not debarred, he shall provide an explanation with this submittal. An explanation will not necessarily result in denial of participation in a contract.

Failure to submit a non-collusion affidavit and debarment certification will result in the prequalified bidder's bid being considered non-responsive.

Check here if an explanation is attached to this certification.

**Contract No: DD00080**

**County: Halifax**

**ACCEPTED BY THE  
DEPARTMENT OF TRANSPORTATION**

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**Division Four Proposals Engineer**

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**Date**

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