

# STATE OF NORTH CAROLINA DEPARTMENT OF TRANSPORTATION

ROY COOPER
GOVERNOR

J. ERIC BOYETTE
SECRETARY

April 08, 2022

#### Addendum No. 1

RE: Contract # C204703 WBS # 49637.3.1 FEDERAL AID NO. 1009027

Davidson & Randolph Counties (HI-0002)

I-85 FROM NC-109 IN THOMASVILLE TO SR-1009 (SOUTH MAIN STREET) IN ARCHDALE.

# April 19, 2022 Letting

To Whom It May Concern:

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

The following revisions have been made to the Roadway plans.

Sheet No.	Revision
3A-1, 3A-2	Summary of Quantities updated.
4	Location Maps updated.
5-8 (New)	Location Maps updated.

Please void the above listed Sheets in your plans and staple the revised Sheets thereto. Staple New Sheets 5-8 after revised Sheet 4 in your plans.

The following revisions have been made to the proposal.

Page No.	Revision	
Proposal Cover	Note added that reads "Includes Addendum No. 1 Dated 4-08-2022".	
Table of Contents	Page numbers updated.	
G-1	Project Special Provision entitled CONTRACT TIME AND LIQUIDATED DAMAGES revised.	
G-1 to G-3	Project Special Provision entitled INTERMEDIATE CONTRACT TIME 1 AND LIQUIDATED DAMAGES revised.	
G-5	Project Special Provision entitled SCHEDULE OF ESTIMATED COMPLETION PROGRESS revised.	

Mailing Address: NC DEPARTMENT OF TRANSPORTATION CONTRACT STANDARDS AND DEVELOPMENT 1591 MAIL SERVICE CENTER RALEIGH, NC 27699-1591 Telephone: (919) 707-6900 Fax: (919) 250-4127 Customer Service: 1-877-368-4968 Location: 1020 BIRCH RIDGE DR. RALEIGH, NC 27610

Website: www.ncdot.gov

Page No.	Revision	
G-25	Project Special Provision entitled STEEL PRICE ADJUSTMENT added.	
G-26 to G-36 (New)	Project Special Provision entitled STEEL PRICE ADJUSTMENT added.	

Please void the above listed existing Pages in your proposal and staple the revised Pages thereto.

Staple New Pages G-26 to G-36 after revised G-25 in your proposal.

The contract will be prepared accordingly.

Sincerely,

— Docusigned by: Ronald Elton Davenport, Jr.

F81B6038A47A442...

Ronald E. Davenport, Jr., PE State Contract Officer

RED/cms Attachments

cc: Mr. Lamar Sylvester, PE Mr. Forrest Dungan, PE

Mr. Patrick Norman, PE Ms. Jaci Kincaid Mr. Pat Ivy, PE Mr. Kyle Kempf

Mr. Boyd Tharrington, PE
Mr. Jon Weathersbee, PE
Mr. Ken Kennedy, PE
Ms. Lori Strickland
Mr. Mike Gwyn
Ms. Penny Higgins

Project File (2)

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

# **PROPOSAL**

# **INCLUDES ADDENDUM No. 1 DATED 4-08-2022**

DATE AND TIME OF BID OPENING: APRIL 19, 2022 AT 2:00 PM

CONTRACT ID C204703 WBS 49637.3.1

FEDERAL-AID NO. 1009027

COUNTY DAVIDSON, RANDOLPH

T.I.P. NO. HI-0002
MILES 7.774
ROUTE NO. I 85

LOCATION I-85 FROM NC-109 IN THOMASVILLE TO SR-1009 (SOUTH MAIN

STREET) IN ARCHDALE.

TYPE OF WORK PAVEMENT REHABILITATION AND BRIDGE REHABILITIATION.

#### 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.

BIDS WILL BE RECEIVED AS SHOWN BELOW:

THIS IS A ROADWAY PROPOSAL

5% BID BOND OR BID DEPOSIT REQUIRED

# TABLE OF CONTENTS

# COVER SHEET PROPOSAL SHEET

# PROJECT SPECIAL PROVISIONS

CONTRACT TIME AND LIQUIDATED DAMAGES:	
INTERMEDIATE CONTRACT TIME NUMBER 1 AND LIQUIDATED DAMAGES	:G-1
INTERMEDIATE CONTRACT TIME NUMBER 2 AND LIQUIDATED DAMAGES	: G-2
INTERMEDIATE CONTRACT TIME NUMBER 3 AND LIQUIDATED DAMAGES	
MAJOR CONTRACT ITEMS:	G-3
SPECIALTY ITEMS:	G-4
FUEL PRICE ADJUSTMENT:	
SCHEDULE OF ESTIMATED COMPLETION PROGRESS:	
DISADVANTAGED BUSINESS ENTERPRISE:	
CERTIFICATION FOR FEDERAL-AID CONTRACTS:	G-19
CONTRACTOR'S LICENSE REQUIREMENTS:	
RESTRICTIONS ON ITS EQUIPMENT AND SERVICES:	G-20
USE OF UNMANNED AIRCRAFT SYSTEM (UAS):	
EQUIPMENT IDLING GUIDELINES:	G-21
U.S. DEPARTMENT OF TRANSPORTATION HOTLINE:	
CARGO PREFERENCE ACT:	G-22
COOPERATION BETWEEN CONTRACTORS:	
MAINTENANCE OF THE PROJECT:	
ELECTRONIC BIDDING:	
AWARD LIMITS:	G-24
TWELVE MONTH GUARANTEE:	G-24
NOTES TO CONTRACTOR:	G-25
STEEL PRICE ADJUSTMENT:	G-25
ROADWAY	R-1
STANDARD SPECIAL PROVISIONS	
AVAILABILITY FUNDS – TERMINATION OF CONTRACTS	SSP-1
NCDOT GENERAL SEED SPECIFICATION FOR SEED QUALITY	SSP-2
ERRATA	
PLANT AND PEST QUARANTINES	SSP-7
TITLE VI AND NONDISCRIMINATION	
MINORITY AND FEMALE EMPLOYMENT REQUIREMENTS	
REQUIRED CONTRACT PROVISIONS FEDERAL-AID CONST. CONTRACTS	
ON-THE-JOB TRAINING	SSP-28
MINIMUM WAGES	SSP-31

# **UNIT PROJECT SPECIAL PROVISIONS**

TRAFFIC CONTROL	TC-1
EROSION CONTROL	EC-1
STRUCTURE / CULVERTS	BP-1

# PROPOSAL ITEM SHEET

ITEM SHEET(S) (TAN SHEETS)

## **PROJECT SPECIAL PROVISIONS**

#### **GENERAL**

#### **CONTRACT TIME AND LIQUIDATED DAMAGES:**

(7-1-95) (Rev. 12-18-07) 108

SP1 G10 A

The date of availability for this contract is **June 1, 2022**.

The completion date for this contract is October 15, 2023.

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 Two Thousand Dollars (\$ 2,000.00) per calendar day.

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

(2-20-07)

108

SP1 G14 A

The Contractor shall complete the required work of installing, maintaining, and removing the traffic control devices for lane closures and restoring traffic to the existing traffic pattern. The Contractor shall not close or narrow a lane of traffic on **the following Maps** during the following time restrictions:

#### DAY AND TIME RESTRICTIONS

Maps #1 and/or #2 (I-85 NB and/or I-85 SB) Monday thru Friday, 6:00 A.M. to 8:00 P.M.

Any Ramp and/or Loop associated with I-85 Monday thru Sunday, 6:00 A.M. to 8:00 P.M.

In addition, the Contractor shall not close or narrow a lane of traffic on **Any Map (I-85, including any associated ramp and/or loop)**, detain and/or alter the traffic flow on or during holidays, holiday weekends, special events, or any other time when traffic is unusually heavy, including the following schedules:

#### HOLIDAY AND HOLIDAY WEEKEND LANE CLOSURE RESTRICTIONS

- 1. For **unexpected occurrence** that creates unusually high traffic volumes, as directed by the Engineer.
- 2. For **New Year's Day**, between the hours of **6:00 A.M.** December 31<sup>st</sup> and **8:00 P.M.** January 2<sup>nd</sup>. If New Year's Day is on a Friday, Saturday, Sunday or Monday, then until **8:00 P.M.** the following Tuesday.

- 3. For **Easter**, between the hours of **6:00 A.M.** Thursday and **8:00 P.M.** Monday.
- 4. For **Memorial Day**, between the hours of **6:00 A.M.** Friday and **8:00 P.M.** Tuesday.
- 5. For **Independence Day**, between the hours of **6:00 A.M.** the day before Independence Day and **8:00 P.M.** the day after Independence Day.

If **Independence Day** is on a Friday, Saturday, Sunday or Monday, then between the hours of **6:00 A.M.** the Thursday before Independence Day and **8:00 P.M.** the Tuesday after Independence Day.

- 6. For **Labor Day**, between the hours of **6:00 A.M.** Friday and **8:00 P.M.** Tuesday.
- 7. For **Thanksgiving**, between the hours of **6:00 A.M.** Tuesday and **8:00 P.M.** Monday.
- 8. For **Christmas**, between the hours of **6:00 A.M.** the Friday before the week of Christmas Day and **8:00 P.M.** the following Tuesday after the week of Christmas Day.

Holidays and holiday weekends shall include New Year's, Easter, Memorial Day, Independence Day, Labor Day, Thanksgiving, and Christmas. The Contractor shall schedule his work so that lane closures will not be required during these periods, unless otherwise directed by the Engineer.

The time of availability for this intermediate contract work shall be the time the Contractor begins to install all traffic control devices for lane closures according to the time restrictions listed herein.

The completion time for this intermediate contract work shall be the time the Contractor is required to complete the removal of all traffic control devices for lane closures according to the time restrictions stated above and place traffic in the existing traffic pattern.

The liquidated damages are Two Hundred Fifty Dollars (\$ 250.00) per fifteen (15) minute time period.

# <u>INTERMEDIATE CONTRACT TIME NUMBER 2 AND LIQUIDATED DAMAGES:</u> (2-20-07) 108 SP1 G14 C

The Contractor shall complete the required work of installing, maintaining, and removing the traffic control devices for lanes closures and restoring traffic to the existing traffic pattern. The Contractor shall not close or narrow **two (2) or more** lanes of traffic on **Any Map (I-85)** during the following time restrictions:

#### DAY AND TIME RESTRICTIONS

# Monday thru Sunday, 6:00 A.M. to 8:00 P.M.

The time of availability for this intermediate contract time will be the time the Contractor begins to install traffic control devices required for the lane closures according to the time restrictions stated herein.

The completion time for this intermediate contract time will be the time the Contractor is required to complete the removal of traffic control devices required for the lane closures according to the time restrictions stated herein and restore traffic to the existing traffic pattern.

The liquidated damages are Five Hundred Dollars (\$ 500.00) per fifteen (15) minute time period.

# **INTERMEDIATE CONTRACT TIME NUMBER 3 AND LIQUIDATED DAMAGES:**

(5-21-13) 108 SP1 G14 I

The Contractor shall complete the work required of installing each new inductive loop after the removal of each existing loop by the milling, patching or resurfacing operations and shall place and maintain traffic on same.

The date of availability for this intermediate contract time for each inductive loop installation will be the date when the Contractor elects to disturb the existing inductive loop.

The completion date for this intermediate contract time for each inductive loop installation will be the date which is seven (7) consecutive calendar days after the date of availability.

The liquidated damages are **Five Hundred Dollars (\$ 500.00)** per calendar day.

## **MAJOR CONTRACT ITEMS:**

(2-19-02) 104 SPI G28

The following listed items are the major contract items for this contract (see Article 104-5 of the 2018 Standard Specifications):

Line # 6 9 49	<b>Description</b> Asphalt Conc Surface Course, Type S9.5D Ultra-Thin Bonded Wearing Course Polyester Polymer Concrete Materials
	or
6 9 50	Asphalt Conc Surface Course, Type S9.5D Ultra-Thin Bonded Wearing Course Epoxy Polymer Concrete Materials

For the asphalt items noted in the chart as eligible for fuel adjustments, the bidder may include the *Fuel Usage Factor Adjustment Form* with their bid submission if they elect to use the fuel usage factor. The *Fuel Usage Factor Adjustment Form* is found at the following link:

 $\underline{https://connect.ncdot.gov/letting/LetCentral/Fuel\%20Usage\%20Factor\%20Adjustment\%20Form.pdf}$ 

Select either 2.90 Gal/Ton fuel factor or 0.90 Gal/Ton fuel factor for each asphalt line item on the *Fuel Usage Factor Adjustment Form*. The selected fuel factor for each asphalt item will remain in effect for the duration of the contract.

Failure to complete the *Fuel Usage Factor Adjustment Form* will result in using 2.90 gallons per ton as the Fuel Usage Factor for Diesel for the asphalt items noted above. The contractor will not be permitted to change the Fuel Usage Factor after the bids are submitted.

# **SCHEDULE OF ESTIMATED COMPLETION PROGRESS:**

(7-15-08) (Rev. 5-13-19)

108-2

SP1 G58

The Contractor's attention is directed to the Standard Special Provision entitled *Availability of Funds Termination of Contracts* included elsewhere in this proposal. The Department of Transportation's schedule of estimated completion progress for this project as required by that Standard Special Provision is as follows:

	Fiscal Year	Progress (% of Dollar Value)
2022	(7/01/21 - 6/30/22)	9% of Total Amount Bid
2023	(7/01/22 - 6/30/23)	81% of Total Amount Bid
2024	(7/01/23 - 6/30/24)	10% of Total Amount Bid

The Contractor shall also furnish his own progress schedule in accordance with Article 108-2 of the 2018 Standard Specifications. Any acceleration of the progress as shown by the Contractor's progress schedule over the progress as shown above shall be subject to the approval of the Engineer.

#### **DISADVANTAGED BUSINESS ENTERPRISE:**

(10-16-07)(Rev. 8-17-21)

102-15(J)

SP1 G61

## **Description**

The purpose of this Special Provision is to carry out the U.S. Department of Transportation's policy of ensuring nondiscrimination in the award and administration of contracts financed in whole or in part with Federal funds. This provision is guided by 49 CFR Part 26.

#### **Definitions**

Additional DBE Subcontractors - Any DBE submitted at the time of bid that will <u>not</u> be used to meet the DBE goal. No submittal of a Letter of Intent is required.

## **NOTES TO CONTRACTOR:**

(11-07-06)

The Contractor's attention is directed to the following:

1. Contractor shall use rubber-tired rollers on all maps to be resurfaced.

# **STEEL PRICE ADJUSTMENT:**

(4-19-22) SP1 G47

# **Description and Purpose**

Steel price adjustments will be made to the payments due the Contractor for items as defined herein that are permanently incorporated into the work, when the price of raw steel mill products utilized on the contract have fluctuated. The Department will adjust monthly progress payments up or down as appropriate for cost changes in steel according to this provision.

### **Eligible Items**

The list of eligible bid items for steel price adjustment can be found on the Departments website at the following address:

https://connect.ncdot.gov/letting/LetCentral/Eligible % 20 Bid % 20 Items % 20 for % 20 Steel % 20 Price % 20 Adjustment.xlsx

Nuts, bolts, anchor bolts, rebar chairs, connecting bands and other miscellaneous hardware associated with these items shall not be included in the price adjustment.

Adjustments will only be made for fluctuations in the cost of the steel used in the above products as specified in the Product Relationship Table below. The producing mill is defined as the source of steel product before any fabrication has occurred (e.g., coil, plate, rebar, hot rolled shapes, etc.). No adjustment will be made for changes in the cost of fabrication, coating, shipping, storage, etc.

No steel price adjustments will be made for any products manufactured from steel having an adjustment date, as defined by the Product Relationship Table below, prior to the letting date.

### **Bid Submittal Requirements**

The successful bidder, within 14 calendar days after the notice of award is received by him, shall provide the completed Form SPA-1 to the Department. Form SPA-1 can be found on the Departments website at the following address:

https://connect.ncdot.gov/letting/LetCentral/Form%20SPA-1.xlsm

The Contractor shall provide Form SPA-1 listing the Contract Line Number, (with corresponding Item Number, Item Description, and Category) for the steel products they wish to have an

adjustment calculated. Only the contract items corresponding to the list of eligible item numbers for steel price adjustment may be entered on Form SPA-1. The Contractor may choose to have steel price adjustment applied to any, all, or none of the eligible items. However, the Contractor's selection of items for steel price adjustment or non-selection (non-participation) may not be changed once Form SPA-1 has been received by the Department. Items the Bidder chooses for steel price adjustment must be designated by writing the word "Yes" in the column titled "Option" by each Pay Item chosen for adjustment. The Bidder's designations on Form SPA-1 must be written in ink or typed and signed by the Bidder to be considered complete. Items not properly designated, designated with "No", or left blank on the Bidder's Form SPA-1 will automatically be removed from consideration for adjustment. No steel items will be eligible for steel price adjustment on this Project if the Bidder fails to return Form SPA-1 in accordance with this provision.

### **Establishing the Base Price**

The Department will use a blend of monthly average prices as reported from the Fastmarkets platform to calculate the monthly adjustment indices (BI and MI). This data is typically available on the first day of the month for the preceding month. The indices will be calculated by the Department for the different categories found on the Product Relationship Table below. For item numbers that include multiple types of steel products, the category listed for that item number will be used for adjusting each steel component.

```
The bidding index for Category 1 Steel items is $50.50 per hundredweight. The bidding index for Category 2 Steel items is $86.16 per hundredweight. The bidding index for Category 3 Steel items is $68.60 per hundredweight. The bidding index for Category 4 Steel items is $55.78 per hundredweight. The bidding index for Category 5 Steel items is $62.81 per hundredweight. The bidding index for Category 6 Steel items is $90.16 per hundredweight. The bidding index for Category 7 Steel items is $56.30 per hundredweight.
```

The bidding index represents a selling price of steel based on Fastmarkets data for the month of February 2022.

- MI = Monthly Index. in Dollars (\$) per hundredweight (CWT). Use the adjustment indices from the month the steel was shipped from the producing mill, received on the project, or member cast as defined in the Product Relationship Table.
- BI = Bidding Index. in Dollars (\$) per hundredweight (CWT). Use the adjustment indices as listed in the proposal.

	Product Relationship	Table	
Steel Product (Title)	BI, MI*	Adjustment Date for MI	Category
Reinforcing Steel, Bridge Deck, and SIP Forms	Based on one or more Fastmarkets indices	Delivery Date from Producing Mill	1
Structural Steel and Encasement Pipe	Based on one or more Fastmarkets indices	Delivery Date from Producing Mill	2
Steel H-Piles, Soldier Pile Walls	Based on one or more Fastmarkets indices	Delivery Date from Producing Mill	3
Guardrail and Pipe Piles Items	Based on one or more Fastmarkets indices	Material Received Date**	4
Fence Items	Based on one or more Fastmarkets indices	Material Received Date**	5
Overhead Sign Assembly, Signal Poles, High Mount Standards	Based on one or more Fastmarkets indices	Material Received Date**	6
Prestressed Concrete Members	Based on one or more Fastmarkets indices	Cast Date of Member	7

<sup>\*</sup> BI and MI are in converted units of Dollars per Hundredweight (\$/CWT)

Submit documentation to the Engineer for all items listed in the Contract for which the Contractor is requesting a steel price adjustment.

# **Submittal Requirements**

The items in categories 1,2, and 3, shall be specifically stored, labeled, or tagged, recognizable by color marking, and identifiable by Project for inspection and audit verification immediately upon arrival at the fabricator.

Furnish the following documentation for all steel products to be incorporated into the work and documented on Form SPA-2, found on the Departments website at the following address:

https://connect.ncdot.gov/projects/construction/Construction%20Forms/Form%20SPA-2.xlsx

Submit all documentation to the Engineer prior to incorporation of the steel into the completed work. The Department will withhold progress payments for the affected contract line item if the documentation is not provided and at the discretion of the Engineer the work is allowed to proceed. Progress payments will be made upon receipt of the delinquent documentation.

Step 1 (Form SPA -2)

Utilizing Form SPA-2, submit separate documentation packages for each line item from Form SPA-1 for which the Contractor opted for a steel price adjustment. For line items with multiple components of steel, each component should be listed separately. Label each SPA-2 documentation package with a unique number as described below.

<sup>\*\*</sup> Material Received Date is defined as the date the materials are received on the project site. If a material prepayment is made for a Category 4-6 item, the Adjustment Date to be used will be the date of the prepayment request instead of the Materials Received Date.

a. Documentation package number: (Insert the contract line-item) - (Insert sequential package number beginning with "1").

Example: 412 - 1, 412 - 2, 424 - 1, 424 - 2, 424 - 3, etc.

- b. The steel product quantity in pounds
  - i. The following sources should be used, in declining order of precedence, to determine the weight of steel/iron, based on the Engineers decision:
    - 1. Department established weights of steel/iron by contract pay item per pay unit;
    - 2. Approved Shop Drawings;
    - 3. Verified Shipping Documents;
    - 4. Contract Plans:
    - 5. Standard Drawing Sheets;
    - 6. Industry Standards (i.e., AISC Manual of Steel Construction, AWWA Standards, etc.); and
    - 7. Manufacture's data.
  - ii. Any item requiring approved shop drawings shall have the weights of steel calculated and shown on the shop drawings or submitted and certified separately by the fabricator.
- c. The date the steel product, subject to adjustment, was shipped from the producing mill (Categories 1-3), received on the project (Categories 4-6), or casting date (Category 7).

Step 2 (Monthly Calculator Spreadsheet)

For each month, upon the incorporation of the steel product into the work, provide the Engineer the following:

- 1) Completed NCDOT Steel Price Adjustment Calculator Spreadsheet, summarizing all the steel submittal packages (Form SPA-2) actually incorporated into the completed work in the given month.
  - a. Contract Number
  - b. Bidding Index Reference Month
  - c. Contract Completion Date or Revised Completion Date
  - d. County, Route, and Project TIP information
  - e. Item Number
  - f. Line-Item Description
  - g. Submittal Number from Form SPA-2
  - h. Adjustment date
  - i. Pounds of Steel
- 2) An affidavit signed by the Contractor stating the documentation provided in the NCDOT Steel Price Adjustment Calculator Spreadsheet is true and accurate.

# **Price Adjustment Conditions**

Download the Monthly Steel Adjustment Spreadsheet with the most current reference data from the Department's website each month at the following address:

https://connect.ncdot.gov/projects/construction/Construction%20Forms/Form%20SPA-3%20NCDOT%20Steel%20Price%20Adjustment%20Calculator.xlsx

If the monthly Fastmarkets data is not available, the data for the most recent immediately preceding month will be used as the basis for adjustment.

## **Price Adjustment Calculations**

The price adjustment will be determined by comparing the percentage of change in index value listed in the proposal (BI) to the monthly index value (MI). (See included sample examples). Weights and date of shipment must be documented as required herein. The final price adjustment dollar value will be determined by multiplying this percentage increase or decrease in the index by the represented quantity of steel incorporated into the work, and the established bidding index (BI) subject to the limitations herein.

# Price increase/decrease will be computed as follows:

SPA = ((MI/BI) - 1) \* BI \* (Q/100)

Where;

SPA = Steel price adjustment in dollars

MI = Monthly Shipping Index. – in Dollars (\$) per hundredweight (CWT). Use the adjustment indices from the month the steel was shipped from the producing mill, received on the project, or member cast as defined in the Product Relationship Table.

BI = Bidding Index. - in Dollars (\$) per hundredweight (CWT). Use the adjustment indices as listed in the proposal.

Q = Quantity of steel, product, pounds actually incorporated into the work as documented by the Contractor, or Design Build Team and verified by the Engineer.

Calculations for price adjustment shall be shown separate from the monthly progress estimate and will not be included in the total cost of work for determination of progress or for extension of Contract time in accordance with Subarticle 108-10(B)(1).

Any apparent attempt to unbalance bids in favor of items subject to price adjustment may result in rejection of the bid proposal.

Adjustments will be paid or charged to the Contractor only. Any Contractor receiving an adjustment under this provision shall distribute the proper proportional part of such adjustments to the subcontractor who performed the applicable work.

Delays to the work caused by steel shortages may be justification for a Contract time extension but will not constitute grounds for claims for standby equipment, extended office overhead, or other costs associated with such delays.

If an increase in the steel material price is anticipated to exceed 50% of the original quoted price, the contractor must notify the Department within 7 days prior to purchasing the material. Upon receipt of such notification, the Department will direct the Contractor to either (1) proceed with the work or (2) suspend the work and explore the use of alternate options.

If the decrease in the steel material exceeds 50% of the original quoted price, the contractor may submit to the Department additional market index information specific to the item in question to dispute the decrease. The Department will review this information and determine if the decrease is warranted.

When the steel product adjustment date, as defined in the Product Relationship Table, is after the approved contract completion date, the steel price adjustments will be based on the lesser value of either the MI for the month of the approved contract completion date or the MI for the actual adjustment date.

If the price adjustment is based on estimated material quantities for that time, and a revision to the total material quantity is made in a subsequent or final estimate, an appropriate adjustment will be made to the price adjustment previously calculated. The adjustment will be based on the same indices used to calculate the price adjustment which is being revised. If the adjustment date of the revised material quantity cannot be determined, the adjustment for the quantity in question, will be based on the indices utilized to calculate the steel price adjustment for the last initial documentation package submission, for the steel product subject to adjustment, that was incorporated into the particular item of work, for which quantities are being finalized. Example: Structural steel for a particular bridge was provided for in three different shipments with each having a different mill shipping date. The quantity of structural steel actually used for the bridge was calculated and a steel price adjustment was made in a progress payment. At the conclusion of the work an error was found in the plans of the final quantity of structural steel used for the bridge. The quantity to be adjusted cannot be directly related to any one of the three mill shipping dates. The steel price adjustment for the quantity in question would be calculated using the indices that were utilized to calculate the steel price adjustment for the quantity of structural steel represented by the last initial structural steel documentation package submission. The package used will be the one with the greatest sequential number.

#### **Extra Work/Force Account:**

When steel products, as specified herein, are added to the contract as extra work, in accordance with the provisions of Article 104-7 or 104-3, the Engineer will determine and specify in the supplemental agreement, the need for application of steel price adjustments on a case-by-case basis. No steel price adjustments will be made for any products manufactured from steel having an adjustment date prior to the supplemental agreement execution date. Price adjustments will be made as provided herein, except the Bidding Index will be based on the month in which the supplemental agreement pricing was executed.

For work performed on force account basis, reimbursement of actual material costs, along with the specified overhead and profit markup, will be considered to include full compensation for the current cost of steel and no steel price adjustments will be made.

Examples	Form SP		ment Submission Form	
Contract Numbe	er _	C203394	Bid Reference Month	January 2019
Submittal Date	_	8/31/2019	_	
Contract Line Ite	em _	237		
Line Item Descr	iption _	APPROXLBS Struct	tural Steel	
Sequential Subm Number	nittal —	<u>2</u>		

Supplier	Description of material	Location information	Quantity in lbs.	Adjustment Date
XYZ mill	Structural Steel	Structure 3, Spans A-C	1,200,000	May 4, 2020
ABC distributing	Various channel & angle shapes	Structure 3 Spans A-C	35,000	July 14, 2020
		Total Pounds of Steel	1,235,000	

Note: Attach the following supporting documentation to this form.

- Bill of Lading to support the shipping dates
- Supporting information for weight documentation (e.g., Pay item reference, Shop drawings, shipping documents, Standards Sheets, industry standards, or manufacturer's data)

By providing this data under my signature, I attest to the accuracy of and validity of the data on this form and certify that no deliberate misrepresentation in any manner has occurred.

Printed Name	Signature

# **Steel Price Adjustment Submission Form**

Contract Number	<u>C203394</u>	Bid Reference Month	January 2019
Submittal Date	August 31, 2019		
Contract Line Item	<u>237</u>		
Line Item Description	SUPPORT, OVRHD SIGN ST	R -DFEB – STA 36+00	
Sequential Submittal Number	<u>2</u>		

Supplier	Description of material	Location	Quantity	Adjustment Date				
		information	in lbs.					
XYZ mill	Tubular Steel (Vertical	<u>-DFEB – STA 36+00</u>	12000	December 11, 2021				
	legs)							
PDQ Mill	4" Tubular steel (Horizontal	<u>-DFEB – STA 36+00</u>	5900	December 11, 2021				
	legs)							
ABC	Various channel & angle	<u>-DFEB – STA 36+00</u>	1300	December 11, 2021				
distributing	shapes (see quote)							
	Catwalk assembly	<u>-DFEB – STA 36+00</u>	2000	December 11, 2021				
Nucor	Flat plate	<u>-DFEB – STA 36+00</u>	650	December 11, 2021				
		Total Pounds of Steel	21,850					

Note: Attach the following supporting documentation to this form.

- Bill of Lading to support the shipping dates
- Supporting information for weight documentation (e.g., Pay item reference, Shop drawings, shipping documents, Standards Sheets, industry standards, or manufacturer's data)

By providing this data under my signature, I attest to the accuracy of and validity of the data on this form and certify that no deliberate misrepresentation in any manner has occurred.

Printed Name	Signature

#### **Price Adjustment Sample Calculation (increase)**

Project bid on September 17, 2019

Line Item 635 "Structural Steel" has a plan quantity of 2,717,000 lbs.

Bidding Index for Structural Steel (Category 2) in the proposal was \$36.12/CWT = BI

450,000 lbs. of Structural Steel for Structure 2 at Station 44+08.60 were shipped to fabricator from the producing mill in same month, May 2021.

Monthly Index for Structural Steel (Category 2) for May 2021 was \$64.89/CWT = MI

The Steel Price Adjustment formula is as follows:

$$SPA = ((MI/BI) - 1) * BI * (Q/100)$$

Where; SPA = Steel price adjustment in dollars

BI = Bidding Index – in dollars (\$) per hundredweight (CWT). Use the adjustment indices as listed in the proposal.

MI = Mill Shipping Index – in dollars (\$) per hundredweight (CWT). Use the adjustment indices from the month the steel was shipped from the producing mill, received on the project, or member cast as defined in the Product Relationship Table.

Q = Quantity of steel product, in pounds (lbs.) actually incorporated into the work as documented by the Contractor, or Design Build Team and verified by the Engineer.

BI = \$36.12/CWT

MI = \$64.89 / CWT

% change = ((MI/BI)-1) = (\$64.89 / \$36.12 - 1) = (1.79651 - 1) = 0.79651162791

O = 450,000 lbs.

SPA = 0.79651162791x \$36.12 x (450,000/100)

SPA = 0.79651162791\* \$36.12 \*4,500

SPA = \$129,465 pay adjustment to Contractor for Structural Steel (Structure 2 at Station 44+08.60)

#### **Price Adjustment Sample Calculation (decrease)**

Project bid on December 18, 2018

Line Item 635 Structural Steel has a plan quantity of 2,717,000 lbs.

Bidding Index for Structural Steel (Category 2) in the proposal was \$46.72/CWT = BI

600,000 lbs. of Structural Steel for Structure 1 at Station 22+57.68 were shipped to fabricator from the producing mill in same month, August 2020.

Monthly Index for Structural Steel (Category 2) for August 2020 was \$27.03/CWT = MI

The Steel Price Adjustment formula is as follows:

$$SPA = ((MI/BI) - 1) * BI * (Q/100)$$

Where; SPA = Steel price adjustment in dollars

BI = Bidding Index – in dollars (\$) per hundredweight (CWT). Use the adjustment indices as listed in the proposal.

MI = Mill Shipping Index – in dollars (\$) per hundredweight (CWT). Use the adjustment indices from the month the steel was shipped from the producing mill, received on the project, or member cast as defined in the Product Relationship Table.

Q = Quantity of steel product, in pounds (lbs.) actually incorporated into the work as documented by the Contractor, or Design Build Team and verified by the Engineer.

BI = \$46.72/CWT

MI = \$27.03 / CWT

% change = ((MI/BI)-1) = (\$27.03/\$46.72-1) = (0.57855-1) = -0.421446917808

O = 600,000 lbs.

SPA = -0.421446917808 \* \$46.72 \* (600,000/100)

SPA = -0.421446917808 \* \$46.72 \*6,000

SPA = \$118,140.00 Credit to the Department for Structural Steel (Structure 1 at Station 22+57.68)

#### **Price Adjustment Sample Calculation (increase)**

Project bid on July 16, 2020

Line Item 614 Reinforced Concrete Deck Slab has a plan quantity of 241974 lbs.

Bidding Index Reference Month was May 2020. Bidding Index for Reinforced Concrete Deck Slab (Category 1) in the proposal was \$29.21/CWT = BI

51,621 lbs. of reinforcing steel and 52,311 lbs. of epoxy coated reinforcing steel for Structure 2 at Station 107+45.55 -L- was shipped to fabricator from the producing mill in same month, May 2021.

Monthly Index for Reinforced Concrete Deck Slab (Category 1) for May 2021 was \$43.13/CWT = MI

The Steel Price Adjustment formula is as follows:

$$SPA = ((MI/BI) - 1) * BI * (Q/100)$$

Where; SPA = Steel price adjustment in dollars

BI = Bidding Index – in dollars (\$) per hundredweight (CWT). Use the adjustment indices as listed in the proposal.

MI = Mill Shipping Index – in dollars (\$) per hundredweight (CWT). Use the adjustment indices from the month the steel was shipped from the producing mill, received on the project, or member cast as defined in the Product Relationship Table.

Q = Quantity of steel product, in pounds (lbs.) actually incorporated into the work as documented by the Contractor, or Design Build Team and verified by the Engineer.

BI = \$29.21/CWT

MI = \$43.13 / CWT

% change = ((MI/BI)-1) = (\$43.13 / \$29.21 - 1) = (1.47655 - 1) = 0.47654912701

Q = 103932 lbs.

SPA = 0.47654912701 \* \$29.21 \* (103,932/100)

SPA = 0.47654912701 \* \$29.21 \*1,039.32

SPA = \$14,467.33 Pay Adjustment to Contractor for Reinforced Concrete Deck Slab (Category 1) at Station 107+45.55 -L-

PROJECT NO.	SHEET NO.
49637.3.1 (HI-0002)	3A-1

# SUMMARY OF QUANTITIES

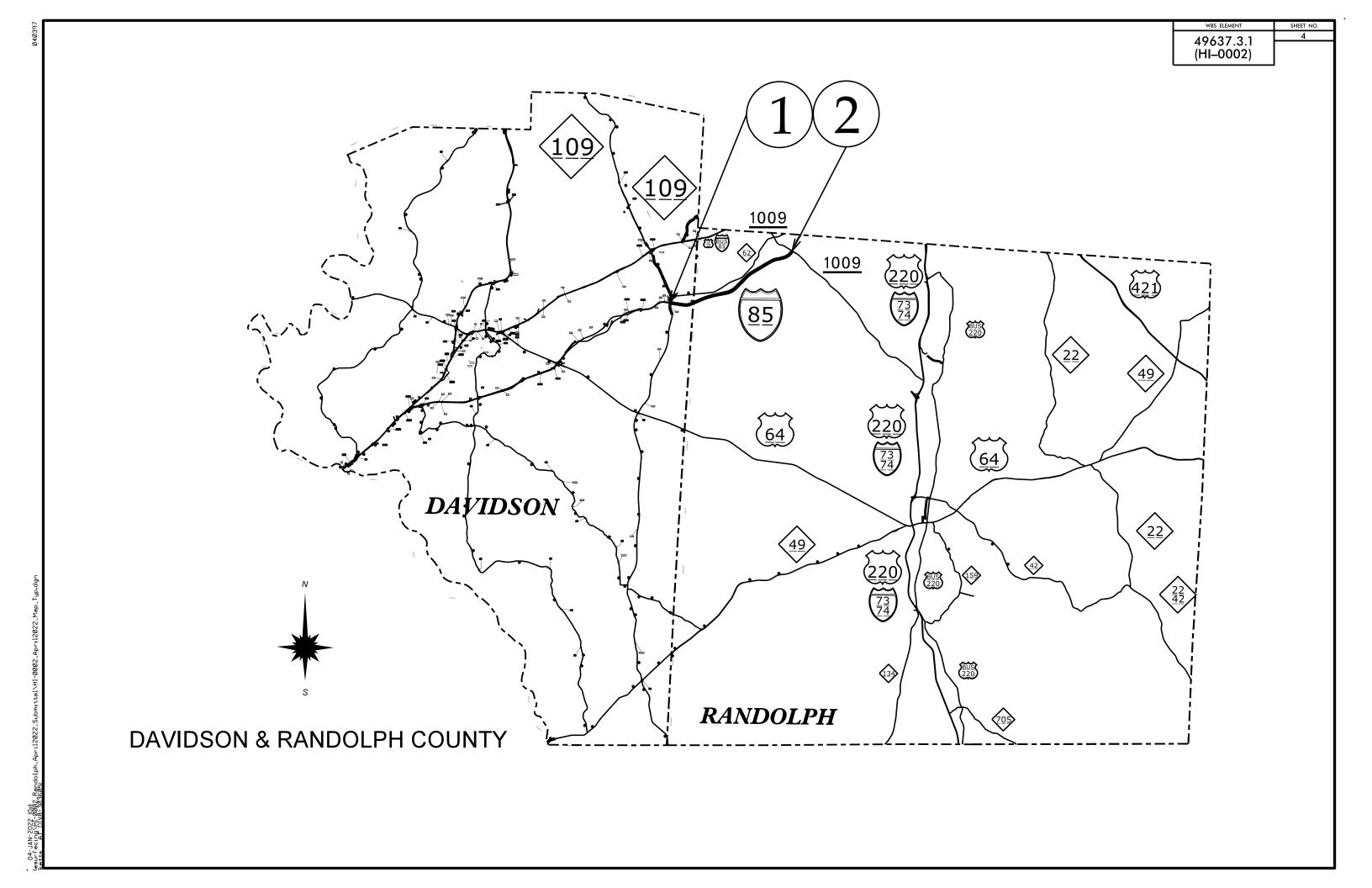
PROJECT NO COUNTY	MAP NO ROUTE									1260000000-E	1297000000-E	1330000000-E	1524200000-E	1577000000-E	1704000000-E					7456000000-E
		DESCRIPTION	TYP NO	LANES LANE TYPE	FINAL SURFACE TESTING REQUIRED	WARM MIX ASPHALT REQUIRED	LENGTH	WIDTH	SHOULDER RECONSTRUCTI ON	AGGREGATE SHOULDER BORROW	2" MILLING	INCIDENTAL MILLING	ASPHALT CONC SURFACE COURSE, TYPE S9.5D	POLYMER MODIFIED ASPHALT BINDER FOR PLANT MIX	PATCHING EXISTING PAVEMENT	ULTRA-THIN BONDED WEARING COURSE	MILLED RUMBLE STRIPS (ASPHALT CONCRETE)	PORTABLE LIGHTING	INDUCTIVE LOOP SAWCUT	LEAD-IN CABLE (14-2 PAIR)
							MI	FT	SMI	TON	SY	SY	TON	TONS	TONS	TON	LF	LS	LF	LF
		(FROM: NC 109 TO SR 1009 (SOUTH																		
49637.3.1 (HI-0002) Randolpi	h 1 I-85 NB	MAIN ST)	1	3 MD	NO	NO	7.55	50	13.79	1,932.00	247,023	2,170	27,668	1,888	100	5,986.00	69,378			
TOT#	L FOR MAP NO. 1						7.55		13.79	1,932.00	247,023	2,170	27,668	1,888	100	5,986.00	69,378			
		(FROM: SR 1009 (S. MAIN ST.) TO:NC-																		
49637.3.1 (HI-0002) Randolpi	h 2 I-85 SB	109)	1	3 MD	NO	NO	7.51	50	13.97	1,956.00	261,457	2,225	29,275	1,978	100	5,945.00	68,852			
TOT#	L FOR MAP NO. 2						7.51		13.97	1,956.00	261,457	2,225	29,275	1,978	100	5,945.00	68,852			
49637.3.1 (HI-0002) Randolpi	h 3 I-85 EXIT 103 NB ON RAMP	FROM NC 109 TO I-85	2	1	NO	NO	0.16	24	0.32	45.00	2,191		245	14						
	L FOR MAP NO. 3						0.16		0.32	45.00	2,191		245	14						
49637.3.1 (HI-0002) Randolpi		FROM I-85 TO NC 109	2	1	NO	NO	0.18	32	0.36	50.00	3,090		346	20					480	480
TOTA	L FOR MAP NO. 4						0.18		0.36	50.00	3,090		346	20					480	480
49637.3.1 (HI-0002) Randolpi	h 5 I-85 EXIT 106 NB OFF RAMP	FROM I-85 TO SR 1547	2	1	NO	NO	0.19	25	0.38	53.00	2,770		310	18						
TOT#	L FOR MAP NO. 5						0.19		0.38	53.00	2,770		310	18						
49637.3.1 (HI-0002) Randolpi	h 6 I-85 EXIT 106 NB ON RAMP	FROM SR 1547 TO I-85	2	1	NO	NO	0.19	25	0.38	53.00	2,780		311	18						
TOT#	L FOR MAP NO. 6						0.19		0.38	53.00	2,780		311	18						
49637.3.1 (HI-0002) Randolpl	h 7 I-85 EXIT 106 SB OFF RAMP	FROM I-85 TO SR 1547	2	1	NO	NO	0.17	24	0.34	48.00	2,361		264	15				*		
TOT#	L FOR MAP NO. 7						0.17		0.34	48.00	2,361		264	15				•		
49637.3.1 (HI-0002) Randolpl	h 8 I-85 EXIT 106 SB ON RAMP	FROM SR 1547 TO I-85	2	1	NO	NO	0.18	24	0.36	50.00	2,521		282	16						
TOT#	L FOR MAP NO. 8						0.18		0.36	50.00	2,521		282	16						,
49637.3.1 (HI-0002) Randolpl	h 9 I-85 EXIT 108 NB OFF RAMP	FROM I-85 TO SR 3252	2	1	NO	NO	0.24	24	0.48	67.00	3,440		385	22						
TOTA	L FOR MAP NO. 9						0.24		0.48	67.00	3,440		385	22						
49637.3.1 (HI-0002) Randolpl	h 10 I-85 EXIT 108 NB ON RAMP	FROM SR 3252 TO I-85	3	1	NO	NO	0.13	21	0.26	36.00	1,908		214	12						,
TOTA	L FOR MAP NO. 10						0.13		0.26	36.00	1,908		214	12						
49637.3.1 (HI-0002) Randolpl	h 11 I-85 EXIT 108 SB OFF RAMP	FROM I-85 TO SR 3252	2	1	NO	NO	0.22	25	0.44	62.00	3,108		348	20						
TOTA	L FOR MAP NO. 11						0.22		0.44	62.00	3,108		348	20						,
49637.3.1 (HI-0002) Randolpl	h 12 I-85 EXIT 108 SB ON RAMP	FRPM SR 3252 TO I-85	3	1	NO	NO	0.11	20	0.22	31.00	1,471		165	9						
TOTA	L FOR MAP NO. 12						0.11		0.22	31.00	1,471		165	9						
49637.3.1 (HI-0002) Randolp	h 13 I-85 EXIT 111 NB OFF RAMP	FROM I-85 TO SR 1009	2	1	NO	NO	0.14	24	0.28	39.00	2,578		289	16						,
TOTA	L FOR MAP NO. 13						0.14		0.28	39.00	2,578		289	16						
49637.3.1 (HI-0002) Randolpl	h 14 I-85 EXIT 111 SB ON RAMP	FROM SR 1009 TO I-85	2	1	NO	NO	0.19	24	0.38	53.00	2,526		283	16						
TOTA	L FOR MAP NO. 14						0.19		0.38	53.00	2,526		283	16						
TOTAL FOR PR	OJ NO. 49637.3.1 (HI-0002)						17.16		31.96	4,475.00	539,224	4,395	60,385	4,062	200	11,931.00	138,230	1	480	480
																			]	
,	CRAND TOTAL						17.16		31.96	4,475.00	539,224	4,395	60,385	4,062	200	11,931.00	138,230	1	480	480
- G	GRAND TOTAL																			

# PROJECT NO. SHEET NO. TOTAL NO. 49637.3.1 (HI-0002) **3A-2**

# THERMOPLASTIC AND PAINT QUANTITIES

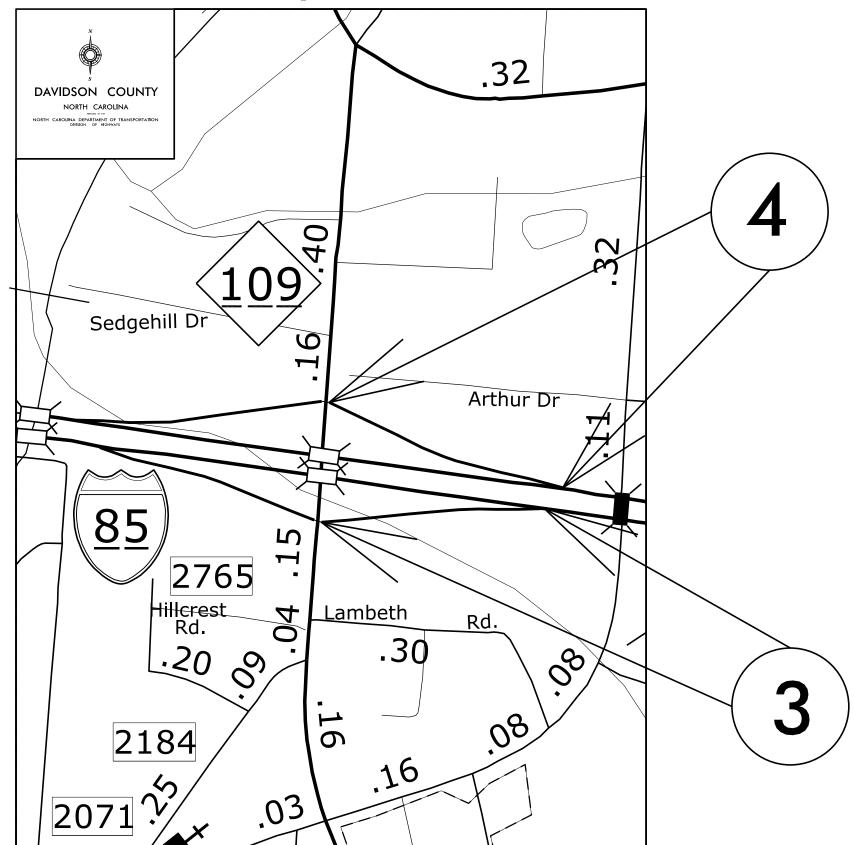
					440000000-E 442300000-N 4424000000-N 443400000-N 451000000-N 460000000-N												468800	4700000000			
PROJECT NO	COUNTY	MAP NO	ROUTE	DESCRIPTION	TYP NO	LANES	LANE	LENGTH	WIDTH	WORK ZONE	WORK ZONE	WORK ZONE	SEQUENTIAL	LAW	GENERIC	GENERIC	GENERIC	GENERIC	6" X 90 M	6" X 90 M	12" X 90 N
							TYPE			SIGNS	DIGITAL SPEED	PRESENCE	FLASHING	ENFORCEMEN	TRAFFIC	TRAFFIC	TRAFFIC	TRAFFIC	WHITE	YELLOW	WHITE
										(STATIONARY)	LIMIT SIGNS	LIGHTING	WARNING	т	CONTROL	CONTROL	CONTROL	CONTROL	THERMO	THERMO	THERMO
													LIGHTS		ITEM -	ITEM -	ITEM - SINGLE	ITEM -			
															DOUBLE LANE	CONNECTED	LANE	RAMP/LOOP			
															CLOSURE	LANE	CLOSURE	CLOSURE			
															CLOSONE	CLOSURE	CLOSOME	CLOSOME			
																DEVICE					
								MI	FT	SF	EA	EA	EA	HR	EA	EA	EA	EA	LF	LF	LF
				(FROM: NC 109 TO SR 1009 (SOUTH						J.		LA.					- En				
49637.3.1 (HI-0002)	Randolph	1	I-85 NB	MAIN ST)	1	3	MD	7.55	50	112	5	14	12	1,246	81	2	21		54.895	39,248	7,033
		FOR MAP I						7.55		112	5	14	12	1,246	81	2	21		54,895	39,248	7,033
	IOIAL			(FROM: SR 1009 (S. MAIN ST.) TO:NC-				7.55						2,2.10		-			5-1,055	33,240	- 7,055
49637.3.1 (HI-0002)	Randolph	2	I-85 SB	109)	1	3	MD	7.51	50	112	5	14	12	1,246	81	2	21		53.934	39.157	3,820
45057.5.1 (HI-0002)		FOR MAP I		133)		- 3	IVID	7.51	50	112	5	14	12	1,246	81	2	21		53,934	39,157	3,820
49637.3.1 (HI-0002)			I-85 EXIT 103 NB ON RAMP	FROM NC 109 TO I-85	2	1		0.16	24	32	3	14	12	1,240	91		- 21	1	845	845	3,820
45U57.5.1 (ПI-UUUZ)		FOR MAP I		1.VOIN INC TO3 10 1-03		1	-	0.16	24	32 32								1	845 845	845 845	+
40627.2.4 (111.0002)				50014 L 05 TO NG 400	-				22												
49637.3.1 (HI-0002)			I-85 EXIT 103 SB OFF RAMP	FROM I-85 TO NC 109	2	1		0.18	32	8								1	950	950	-
		FOR MAP I						0.18		8								1	950	950	
49637.3.1 (HI-0002)			I-85 EXIT 106 NB OFF RAMP	FROM I-85 TO SR 1547	2	1		0.19	25	8								1	1003	1003	
		FOR MAP I						0.19		8								1	1,003	1,003	
49637.3.1 (HI-0002)			I-85 EXIT 106 NB ON RAMP	FROM SR 1547 TO I-85	2	1		0.19	25	32								1	1003	1003	
		FOR MAP I						0.19		32								1	1,003	1,003	
49637.3.1 (HI-0002)	Randolph	7	I-85 EXIT 106 SB OFF RAMP	FROM I-85 TO SR 1547	2	1		0.17	24	8								1	898	898	
	TOTAL	FOR MAP I	10.7					0.17		8								1	898	898	
49637.3.1 (HI-0002)	Randolph	8	I-85 EXIT 106 SB ON RAMP	FROM SR 1547 TO I-85	2	1		0.18	24	32								1	950	950	
	TOTAL	FOR MAP I	IO. 8					0.18		32								1	950	950	
49637.3.1 (HI-0002)	Randolph	9	I-85 EXIT 108 NB OFF RAMP	FROM I-85 TO SR 3252	2	1		0.24	24	8								1	1267	1267	
	TOTAL	FOR MAP I	10.9					0.24		8								1	1,267	1,267	1
49637.3.1 (HI-0002)	Randolph	10	I-85 EXIT 108 NB ON RAMP	FROM SR 3252 TO I-85	3	1		0.13	21	32								1	686	686	
, , , , ,		OR MAP N						0.13		32								1	686	686	
49637.3.1 (HI-0002)			I-85 EXIT 108 SB OFF RAMP	FROM I-85 TO SR 3252	2	1		0.22	25	8								1	1162	1162	1
		OR MAP N						0.22		8								1	1,162	1,162	+
49637.3.1 (HI-0002)			I-85 EXIT 108 SB ON RAMP	FRPM SR 3252 TO I-85	3	1		0.11	20	32								1	581	581	+
45057.5.1 (HI-0002)		OR MAP N		1 Ki Wi Sit 5252 TO 1-05	3	1		0.11	20	32								1	581	581	+
49637.3.1 (HI-0002)			I-85 EXIT 111 NB OFF RAMP	FROM I-85 TO SR 1009	2	1	-	0.11	24	8								1	739	739	+
+5U37.3.1 (ПI-UUU2)				1 KOINI 1-03 10 3V 1003		1			24												+
40627.2.4 (111.0002)		OR MAP N		FROM SR 1000 TO 1 8F	-	1	-	0.14	24	8			-	1	1			1	739	739	+
49637.3.1 (HI-0002)			I-85 EXIT 111 SB ON RAMP	FROM SR 1009 TO I-85	2	1	-	0.19	24	32					-			1	1003	1003	+
	TOTAL	OR MAP N	O. 14			-		0.19		32								1	1,003	1,003	
TOTA	AL FOR PRO	NO. 4963	'.3.1 (HI-0002)				ļ	17.16		464	10	28	24	2,492	162	4	42	12	119,916	89,492	10,853
							ļ												209,	408	1
														,		,					
	GR	AND TOTA	1					17.16		464	10	28	24	2,492	162	4	42	12	119,916	89,492	10,853
GRAND TOTAL		1		1	1	1	1		1		1	1	1	l	1		209,	408			

							47250	00000-E			48100	00000-E	481500	0000-E	4820000000-E	4835000000-E		484500000-N					4891000000-I	E 4895000000-N
PROJECT NO COUNTY MAP NO ROUTE	DESCRIPTION	TYP NO LA	NES LANE	LENGTH WID	TH THERMO I	T THERMO RT	THERMO	THERMO	THERMO STR	THERMO STR	4" WHITE	4" YELLOW	6" YELLOW	6" WHITE	8" WHITE	24" WHITE	PAINT LT	PAINT RT	PAINT MERGE PAIN	TRAMP PAINTS	R PAINT STR &		GENERIC	GENERIC
			TYPE		ARROW				V ARROW 90 M		PAINT	PAINT	PAINT	PAINT	PAINT	PAINT	ARROW	ARROW		ROW ARROV		REMOVAL	PAVEMENT	-
					M	М	ARROW 90M			90 M													MARKING	MARKING
							7.1.1.1011 30111	30		50													ITEM - 24" X	-
																							90 M WHITE	
																							THERMO	SNOWPLOW
																							IIILINIO	BLE (C & R)
				MI FT	· EA	EA	EA	EA	EA	EA	LF	LF	LF	LF	LF	LF	EA	EA	EA	EA EA	EA	LF	LF	EA EA
	(FROM: NC 109 TO SR 1009 (SOUTH			IVII FI	LA	LA .	EA	LA	EA	EA.	LF	LF	LF	Lr	Lr	Lr.	LA .	EA	EM .	LA LA	EA.	Lr	Lr	LA
49637.3.1 (HI-0002) Randolph 1 I-85 NB	MAIN ST)	1	3 MD	7.55 50	,		9				54,895	39,248	1,284	2,050	7,033				q			1,667		1,145
TOTAL FOR MAP NO. 1	140 414 317	-	3 1115	7.55			9				54,895	39,248	1,284	2,050	7,033				9			1,667		1,145
TOTAL TOTAL TOTAL	(FROM: SR 1009 (S. MAIN ST.) TO:NC			7.55							54,055	33,240	1,204	2,030	7,033							2,007		2,245
49637.3.1 (HI-0002) Randolph 2 I-85 SB	109)		3 MD	7.51 50	,		9				53.934	39.157	1,274	2.000	3.820				9			1.626		1.179
TOTAL FOR MAP NO. 2				7.51			9				53,934	39,157	1,274	2,000	3,820				9			1,626		1,179
49637.3.1 (HI-0002) Randolph 3 I-85 EXIT 103 NB ON RAMP	FROM NC 109 TO I-85	2	1	0.16 24							845	845	,	,	-,-							,		-
TOTAL FOR MAP NO. 3				0.16							845	845												-
49637.3.1 (HI-0002) Randolph 4 I-85 EXIT 103 SB OFF RAMP	FROM I-85 TO NC 109	2	1	0.18 32	!	1		1		1	950	950				57		1		1	1		57	
TOTAL FOR MAP NO. 4				0.18		1		1		1	950	950				57		1		1	1		57	
49637.3.1 (HI-0002) Randolph 5 I-85 EXIT 106 NB OFF RAMP	FROM I-85 TO SR 1547	2	1	0.19 25	1			1			1003	1003				37	1			1			37	
TOTAL FOR MAP NO. 5				0.19	1			1			1,003	1,003				37	1			1			37	
49637.3.1 (HI-0002) Randolph 6 I-85 EXIT 106 NB ON RAMP	FROM SR 1547 TO I-85	2	1	0.19 25	i						1003	1003												
TOTAL FOR MAP NO. 6				0.19							1,003	1,003												
49637.3.1 (HI-0002) Randolph 7 I-85 EXIT 106 SB OFF RAMP	FROM I-85 TO SR 1547	2	1	0.17 24	1			1	1		898	898					1			1 1				
TOTAL FOR MAP NO. 7				0.17	1			1	1		898	898					1			1 1				
49637.3.1 (HI-0002) Randolph 8 I-85 EXIT 106 SB ON RAMP	FROM SR 1547 TO I-85	2	1	0.18 24							950	950												
TOTAL FOR MAP NO. 8				0.18							950	950												
49637.3.1 (HI-0002) Randolph 9 I-85 EXIT 108 NB OFF RAMP	FROM I-85 TO SR 3252	2	1	0.24 24				1	1		1267	1267				30				1 1			30	
TOTAL FOR MAP NO. 9				0.24				1	1		1,267	1,267				30				1 1			30	
49637.3.1 (HI-0002) Randolph 10 I-85 EXIT 108 NB ON RAMP	FROM SR 3252 TO I-85	3	1	0.13 21							686	686												
TOTAL FOR MAP NO. 10				0.13							686	686												
49637.3.1 (HI-0002) Randolph 11 I-85 EXIT 108 SB OFF RAMP	FROM I-85 TO SR 3252	2	1	0.22 25	1			1			1162	1162				33	1			1			33	
TOTAL FOR MAP NO. 11				0.22	1			1			1,162	1,162				33	1			1			33	
49637.3.1 (HI-0002) Randolph 12 I-85 EXIT 108 SB ON RAMP	FRPM SR 3252 TO I-85	3	1	0.11 20	)						581	581												
TOTAL FOR MAP NO. 12				0.11							581	581												
49637.3.1 (HI-0002) Randolph 13 I-85 EXIT 111 NB OFF RAMP	FROM I-85 TO SR 1009	2	1	0.14 24	3	3					739	739					3	3						
TOTAL FOR MAP NO. 13				0.14	3	3					739	739					3	3						
49637.3.1 (HI-0002) Randolph 14 I-85 EXIT 111 SB ON RAMP	FROM SR 1009 TO I-85	2	1	0.19 24							1003	1003												
TOTAL FOR MAP NO. 14				0.19							1,003	1,003												
TOTAL FOR PROJ NO. 49637.3.1 (HI-0002)				17.16	6	4	18	5	2	1	119,916	89,492	2,558	4,050	10,853	157	6	4	18	5 2	1	3,293	157	2,324
. 5171 1011 103 110. 45037.5.2 [111-0002]								36			209	9,408	6,6	508					36		·			
GRAND TOTAL				17.16	6	4	18	5	2	1	119,916	89,492	2,558	4,050	10,853	157	6	4	18	5 2	1	3,293	157	2,324
GIAND TOTAL		1	1	1 1				36			209	9.408	6.6	508	1	1	1		36			1	1	1



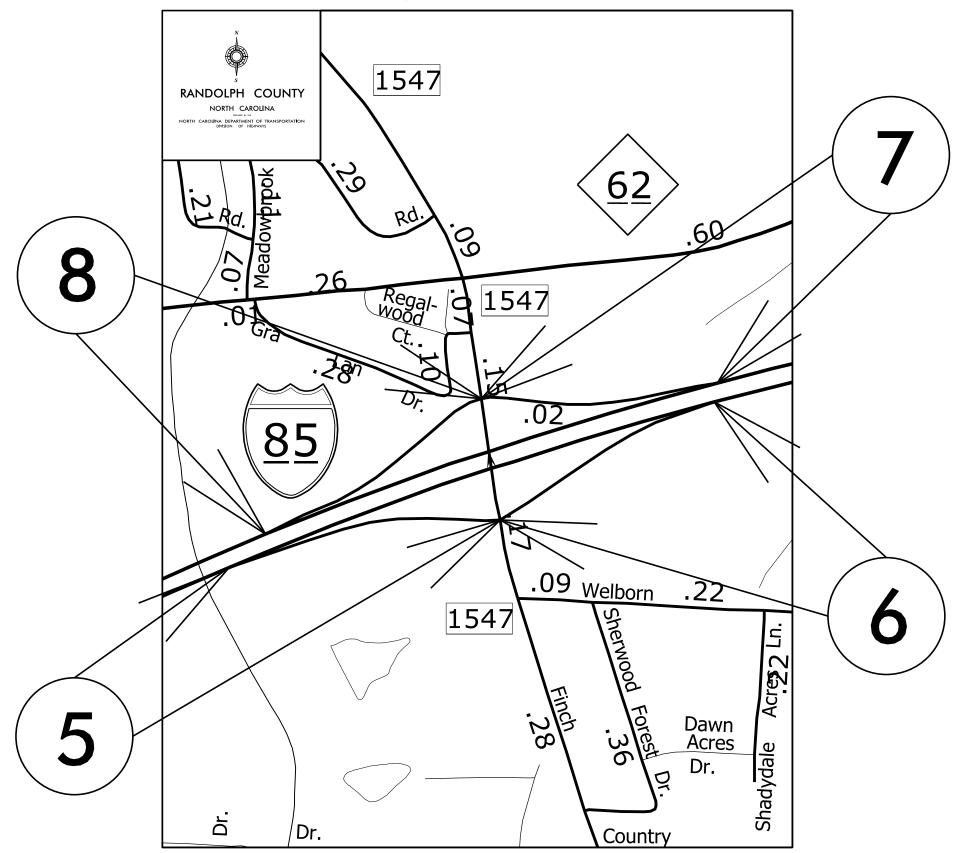
49637.3.1 (HI–0002)





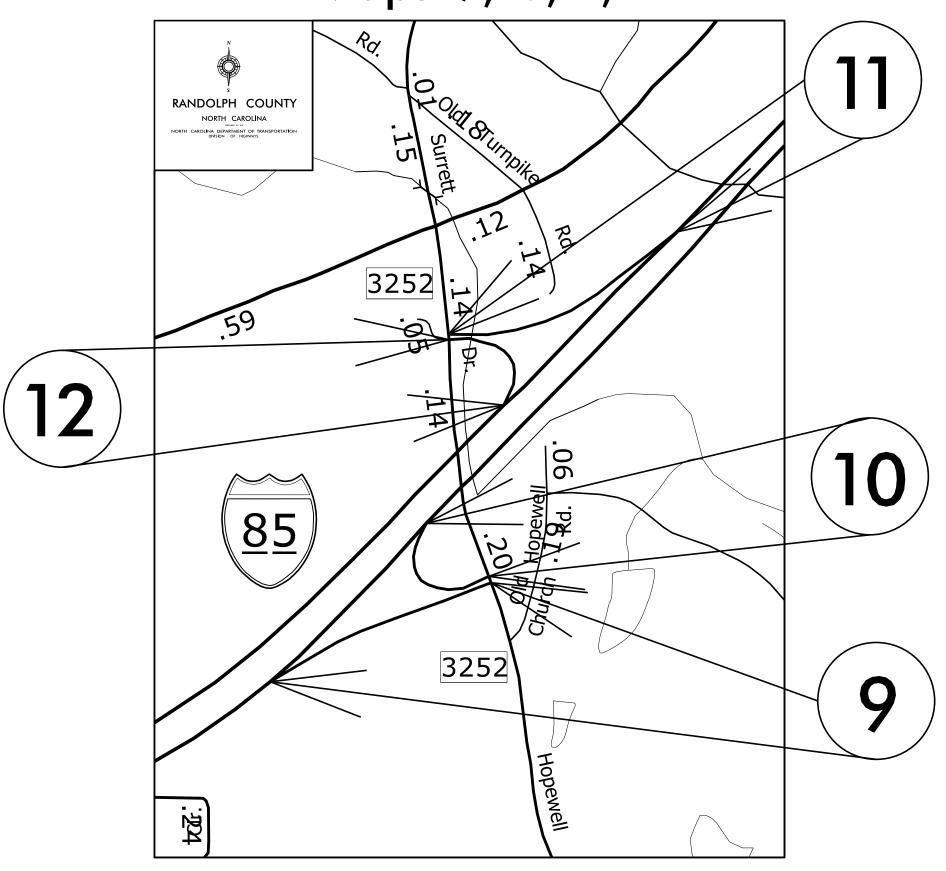
49637.3.1 (HI–0002)

Maps 5,6,7,8



49637.3.1 (HI–0002)

Maps 9,10,11,12



6 02-Randolph-April2022-Submittal\HI-0002-April2022-Map-Tup.don

WBS ELEMENT SHEET NO 8
49637.3.1
(HI–0002)

Maps 13,14

