

_Mechanic.....	\$ 8.27
_Milling machine.....	\$ 8.00
_Motor grader (fine grade)..	\$ 8.01
_Motor grader (rough grade).	\$ 7.42
_Oiler.....	\$ 7.25
_Piledriver.....	\$ 11.00
_Roller (finish).....	\$ 7.25
_Roller (rough).....	\$ 7.25
_Scraper.....	\$ 7.25
_Screed asphalt.....	\$ 7.25
_Stone spreader.....	\$ 7.25
_Stripping machine operator.	\$ 7.25
_Subgrade machine.....	\$ 9.00
_Sweeper.....	\$ 7.25
_Tractor (utility).....	\$ 7.25

Truck drivers:

_Heavy-duty trucks.....	\$ 7.25
_Multi-rear-axle trucks.....	\$ 7.25
_Single-rear-axle trucks....	\$ 7.25
_Welder.....	\$ 9.07

WELDERS - Receive rate prescribed for craft performing operation to which welding is incidental.
=====

Unlisted classifications needed for work not included within the scope of the classifications listed may be added after award only as provided in the labor standards contract clauses (29CFR 5.5 (a) (1) (ii)).

In the listing above, the "SU" designation means that rates listed under the identifier do not reflect collectively bargained wage and fringe benefit rates. Other designations indicate unions whose rates have been determined to be prevailing.

WAGE DETERMINATION APPEALS PROCESS

1.) Has there been an initial decision in the matter? This can be:

- * an existing published wage determination
- * a survey underlying a wage determination
- * a Wage and Hour Division letter setting forth a position on a wage determination matter
- * a conformance (additional classification and rate) ruling

On survey related matters, initial contact, including requests for summaries of surveys, should be with the Wage and Hour Regional Office for the area in which the survey was conducted because those Regional Offices have responsibility for the Davis-Bacon survey program. If the response from this initial contact is not satisfactory, then the process described in 2.) and 3.) should be followed.

With regard to any other matter not yet ripe for the formal process described here, initial contact should be with the Branch of Construction Wage Determinations. Write to:

DOCUMENT 00 01 15

LIST OF DRAWINGS

04/06

PART 1 GENERAL

1.1 SUMMARY

This document lists the drawings for the project pursuant to contract clause "DFARS 252.236-7001, Contract Drawings, Maps and Specifications."

1.2 DFARS 252.236.7001, CONTRACT DRAWINGS, MAPS AND SPECIFICATIONS (AUG 2000)

(a) The Government will provide to the Contractor, without charge, one set of contract drawings and specifications, except publications incorporated into the technical provisions by reference, in electronic or paper media as chosen by the Contracting Officer.

(b) The Contractor shall-

- (1) Check all drawings furnished immediately upon receipt;
- (2) Compare all drawings and verify the figures before laying out the work;
- (3) Promptly notify the Contracting Officer of any discrepancies;
- (4) Be responsible for any errors that might have been avoided by complying with this paragraph (b); and
- (5) Reproduce and print contract drawings and specifications as needed.

(c) In general-

- (1) Large-scale drawings shall govern small-scale drawings; and
- (2) The Contractor shall follow figures marked on drawings in preference to scale measurements.

(d) Omissions from the drawings or specifications or the misdescription of details of work that are manifestly necessary to carry out the intent of the drawings and specifications, or that are customarily performed, shall not relieve the Contractor from performing such omitted or misdescribed details of the work. The Contractor shall perform such details as if fully and correctly set forth and described in the drawings and specifications.

(e) The work shall conform to the specifications and the contract drawings.

Contract drawings are as follows: NONE

1.3 Sketches

The following sketches are intended only to show additional information regarding this contract project. Sketches are the property of the Government and shall not be used for any purpose other than that intended

by the contract.

SKETCH NO.	TITLE
SK5159687-1	Title Sheet
SK5159687-2	Demolition Plan
SK5159687-3	Storm Drainage Plan
SK5159687-4	Layout Plan
SK5159687-5	Pavement Marking Plan
SK5159687-6	Erosion Control Details, Sheet 1
SK5159687-7	Erosion Control Details, Sheet 2
SK5159687-8	Typical Pavement Sections
SK5159687-9	Ditch and Swale Sections and Details
SK5159687-10	Storm Drain Sections and Details
SK5159687-11	Shoulder Grading Sections
SK5159687-12	Curb and Gutter Sections and Details, Sheet 1
SK5159687-13	Miscellaneous Concrete Details
SK5159687-14	Concrete Flume Sections and Details
SK5159687-15	Concrete Sidewalk and Apron Sections and Details
SK5159687-16	Type 2 Handicap Ramp Sections and Details
SK5159687-17	Miscellaneous Sections and Details
SK5159687-18	Pavement Marking Layout Plan, Sheet 1
SK5159687-19	Pavement Marking Layout Plan, Sheet 2
SK5159687-20	Traffic Sign Installation Sections and Details

-- End of Document --

01 90 00
Scope of Work
08/10

1. Intent: Modify existing utilities, storm drainage, curbing and bituminous pavements to support larger vehicle turning radius. Work includes setting of grade controls by a professional land surveyor, demolition and modifications of existing features, earthwork, placement of concrete, geotextile fabrics, permeable pavements, traditional aggregate and bituminous pavement structures, pavement markings, topsoil and sod. Underground utility searches, installation of sedimentation and erosion control devices is included. All work completed under this contract shall be first class in every respect.

1.1 Work Location: Work is located at the intersection of 6th Avenue and "C" Street. Refer to the contract drawings for exact location of the work area.

1.2 Base Bid 0001 Statement of Work: In accordance with the construction limits shown on the Navfac Sketches, repair failed pavement and resurface "C" Street and to perform a partial pavement structure replacement on 6th Avenue. Widen "C" Street and 6th Avenue west of the existing "C" Street centerline. Perform associated demolition work, ditch cleaning, excavation work, storm drain modifications, placement of new curb and gutter, sidewalks work, placement of additional pavement width and install pavement markings shown on the pavement marking plan. Special work included under this bid item includes underground utility search of the entire site, topographic and layout control of the entire site, adjusting the elevations of existing manholes and raising the top of an existing water valve vault. Fine grade and sod surfaces disturbed by construction. Include labor and equipment to maintain so until it is fully established. As-built drawing preparation is included in the Base Bid 0001. All work performed under this bid item shall be bid as Firm Fixed Price Lump Sum work.

1.3 Additive Bid 0001 Statement of Work: If awarded, perform additional work from beginning on the East edge of "C" Street eastward to the limits of construction shown on the Navfac Sketches. Work includes a partial pavement structure replacement on 6th Avenue eastward of the work required under Bid Item 0001. Eastward of the east edge of "C" Street, work includes demolition work, ditch cleaning, excavation work, storm drain modifications, placement of new curb and gutter, placement of additional pavement width and installation of additional pavement markings shown on the pavement marking plan for this bid item. Fine grade and sod surfaces disturbed by construction. Include labor and equipment to maintain so until it is fully established. All work performed under this additive bid item shall be bid as Firm Fixed Price Lump Sum work.

2. Completion Time: All work shall be complete within 180 days from issuance of the contract and within 120 days from the beginning of construction activities. The first 60 days is required to perform important underground utility scans and provide the layout and grading/ elevation control work.

3. Contract Sketches: Sketch 5159687-1 through 5159687-20 is attached to this scope of work and is made a part thereof. The Contractor may add additional sketches to support the approved grading and drainage plan once the contract has been awarded. After all sketches have been updated with layout control information and grading/ elevation control information, the Government will assign final Navfac drawing numbers. The drawings will become the contract drawings and attached to the contract via a no cost change order. Final drawings will be used for construction.

4. Coordination of Work: Provide the Contracting Officer with a minimum of 14 calendar days advance notice prior to lane or road closures and before the placement of any pavement markings. The Contracting Officer will notify affected Air Station tenants and the Provost Marshall’s Office once the notice has been received from the Contractor.

5. Traffic Controls: Movable plastic orange barricades shall be used to close portions or all of the existing parking lot and street at appropriate times. Oak Street will be closed for the installation of the thermoplastic crosswalk and associated markings. Plastic cones may be used in parking lots and sidewalk locations. Provide 36” minimum height orange cones with a minimum of two reflective tap bands. Cones will be in clean serviceable condition. Reflective bands shall be intact. Both vehicular and pedestrian traffic shall be redirected around the construction site. Utilize plastic orange fence placed across the sidewalk to prevent vehicles, pedestrian and bicycle traffic from crossing through the site until markings and concrete are fully cured. Provide temporary road closure signs and Manual on Uniform Traffic Control Devices (MUTCD) type III barricades in advance of the construction site. Barricades may be signed to allow access for local traffic. Closure and detour signs must be sufficient to control vehicle traffic from all directions. Closure of the street and parking lot must be coordinated as noted in the paragraph above.

Traffic control signs shall conform to the Manual on Uniform Traffic Controls, Part 6 for Temporary Traffic Controls, 2003 edition. Advance signs shall warn of road or lane closures. The Government prefers that the Contractor install pavement markings that transverse one lane at a time to avoid a full road closure. Maintain traffic controls until all construction activities are complete. Once markings and signs have been accepted by the Contracting Officer, remove all traffic control devices.

6. Materials: All products shall be currently listed in the North Carolina Department of Transportation Qualified Products List. Materials shall also conform to the following minimum specifications:

6.1 Ductile Iron Castings: Units shall be new and manufactured in the United States.

6.1.1 Manhole frame and cover: Unit shall be heavy duty rated ductile iron unless light duty castings are specifically noted herein. New manhole frames shall allow a minimum

24” interior opening. Castings shall have fully machined seats to insure solid contact between the cover and frame. New covers shall be lettered “STORM SEWER”.

6.1.2 Inlet grates and frames: Units shall be rated for heavy duty highway use. Minimum outside frame dimensions shall be 2’-6” by 3’-6” as shown on North Carolina Department of Transportation Standard Drawings 840.16. Insure that the supporting utility box provides full bearing support for the frame. Larger frames and grates may be provided to fit precast concrete utility boxes. Inlet grates shall be two piece.

6.1.3 Water valve vault cover: Provide a new double hinged cover to replace the existing steel cover and water valve box cover. Unit shall be Neenah Foundry model R-6661-UH. Unit shall have double lids. Each lid shall be fastened to the frame with two “T” hinges, safety bar and recessing handle.

6.2 Storm Drain Pipe: Provide 20 feet lengths of double wall heavy duty HDPE pipe in 12” through 18” diameters. Pipe shall be NCDOT approved. Field or shop bevel pipe to half the pipe diameter for both inlet and outlet conditions as detailed on the contract sketches. Joints may be either bell and spigot or silt resistant split coupler. Either system shall be provided with appropriate gaskets.

6.3 Geo-engineered Products:

6.3.1 Plastic Geogrid: Shall be Tensar Triax Type 160 as manufactured by Contech Construction Products.

6.3.2 Turf Reinforcement Matting: Fabrics referred to on the drawing as TRM shall be a three dimensional environmentally stable (UV stabilized) mat. The individual filaments shall be heat bonded together to form a porous mat. Mat shall be Enkamat 7020 or approved equal. Mat shall provide for a minimum 95% free opening. Minimum mat thickness shall be ¾”.

6.3.3 Geotextile Fabric: Geotextile fabrics shall be nonwoven, needle punched and shall have a minimum weight of 10 ounces per square yard.

6.3: Stone Aggregates: Gradations shall be based on North Carolina Department of Transportation (NCDOT), “Specifications for Roads and Structures”, 2006 edition. Stone base course materials shall be a type ABC gradation.

6.3.1 Paver Bedding Course: Crush stone in the gradation recommended by the paving block manufacturer.

6.3.2 Paver Void Filler: Provide a coarse grained crushed rock product to the gradation recommended by the paving block manufacturer.

6.4 Bituminous Concrete: Provide a compatible emulsion based tack coat to all vertical surfaces and old pavement surfaces to be resurfaced. Tack shall conform to section 605 of the NCDOT Specifications for Roads and Structures” (SSRS), 2006 edition. The bituminous surface course shall be a S-9.5A or a S-12.5B mix. Binder or base course shall be a type I-19.5B or B25.0B. Provide an approved NCDOT mix design based on material sources to be used in this contract.

6.5 Concrete: Shall be North Carolina Department of Transportation (NCDOT), Class A concrete: shall be formulated with granite aggregate and shall be air entrained.

6.5.1 Concrete reinforcement: Deformed reinforcement bar shall conform to NCDOT SSRS, Section 1070, Paragraph 1070-2..

6.6 Pavement Markings: Retroreflective thermoplastic pavement markings: Shall be used for all line work, crosswalks and stop bars and shall be NCDOT approved. Heat applied preformed retroreflective thermoplastic pavement markings as manufactured by Flint Trading Company, High Point, North Carolina, may be used as a substitute.

6.7 Sod: Shall be centipede harvested from local sources. Provide a certificate of conformance for all materials in advance of construction. Submit certificates and transmittal sheet(s) to the Contracting Officer for action.

6.8 Topsoil: Topsoil is not available for salvage on-site. Provide a sufficient quantity of new topsoil to provide a minimum 4” depth of topsoil. New topsoil shall be a free draining black friable sandy loam.

6.9 Permeable Concrete Pavers: Provide “Uni Eco-stone” concrete pavers as manufactured by Interlock Paving Systems or approved equal. Minimum paver thickness shall be 3 inches.

6.10 Traffic Control Signs: New signs shall conform to specification section 02960, “Traffic Control Signs” attached to this scope of work.

7. Work Safety: All contractors, subcontractors, supervisors, and employees shall follow all required safety rules and regulations per USACE EM 385-1-1 Safety & Health Requirements, 29CFR1910 General Industry Standards and 29CFR1926 Construction Standards. Comply with all other Marine Corps and Air Station policies, orders and procedures regarding workplace safety.

8. Preconstruction Survey and Grading Plan Preparation:

8.1 Surveying: Perform a survey to establish horizontal and vertical layout controls on-site. Utilize Air Station vertical and horizontal controls when performing the survey. Control monument data will be provided prior to beginning construction. Controls shall

sufficient to insure that pavements and gutter systems remove surface runoff. Existing control monuments with horizontal and vertical data are located within 4000 feet of the construction site.

Insure that gutter elevations fit to the surrounding pavement elevations and properly pitched to shed water. Likewise, flumes drop inlets and aprons shall be located and set to elevations that induce the maximum collection of storm water. Survey shall be performed by a surveyor registered in the State of North Carolina. All surveying and cad work shall be georeferenced to the North Carolina State Plane Grid. Data shall be recorded electronically in an Autocad 2008LT compatible format. Data shall be sufficient to show that the construction will not impede the flow of storm water across the site.

8.1.1 Underground Utility Survey: The Contractor shall engage a professional locating service to scan the site for existing underground utilities. Under Bid Item 0001, the entire site (including the area covered under the additive bid item), shall be included and performed as a single unit of work. Once buried utilities are located, the surveyor shall record the locations of each utility. Where there is potential for conflict between the planned storm drain system modifications and the existing utility, perform exploratory excavations to determine the exact depth of the utility and if a conflict indeed exists.

8.2 Drainage design: The land surveyor shall calculate pavement, curb and gutter, flumes, cut and fill limits and contours required to drain the surfaces affected by construction activities. Minimum pavement slopes for new construction shall be 1.5 percent. For concrete storm water conveyance means, the minimum longitudinal slopes shall be 0.5 percent. Maximum slopes for fill conditions shall not exceed 3 (horizontal) to 1 (vertical) unless approved by the Government.

8.2.1 Drainage design modifications: Should conflicts arise between the Contractor’s drainage design and existing utilities, the Contractor’s surveyor shall attempt to reconcile the conflicts. Should no reasonable solution prevail, the Contractor shall immediately notify the Contracting Officer for resolution of the problem. The Contractor shall not order any materials associated with the drainage work until he has received acceptance of his design by the Government.

8.3 Drawings prepared and submitted for approval: Prepare an Autocad drawing using the site drawings prepared by the Government. Update the drawings with surveyed features and topographic information. The Government prefers that drainage structure elevations and curb Existing condition data must be placed on a separate layer. New conditions data shall be placed on a separate layer as well. Submit a site drawing with the survey data superimposed over the site features on a separate layers. All new layers shall be appropriately labeled. Submit drawings with layout controls and new topography/drainage design for review and approval to the Government prior to beginning construction.

9. Demolition Work: Before beginning any demolition and associated excavation work, the Contractor shall scan the area for utilities. Utilize an independent professional utility locating service for the work. Debris shall become the property of the Contractor and removed from the air station as work progresses.

9.1 Utilities: Sawcut through concrete joints full depth. Remove the existing manhole structure to the depth necessary to match the new pavement elevation and manhole frame dimensions. All demolished materials, not to be reused, shall become the property of the Contractor and removed from the Air Station. With the exception of the water valve vault castings shown in the photograph below, salvage ductile iron frames and covers for reuse.

9.2 Curb and Gutter: Remove curb and gutter to the nearest joint indicated on the contract drawings.

10. Preparation Work: Once traffic controls are in-place, remove soil and debris and sweep clean existing pavement surfaces. Set out grade controls for ditch cleaning, storm drain modifications and pavement/ curb extensions. Make sure that pavement will remain dry during the pavement and painting operations. Backfill the original post hole with soils excavated from the new sign location.

11. Utility Work: Install a continuous nonshrink grout bed to seal the manhole frame to the existing chimney. Check top of frame elevations to insure a match with the finished pavement elevations. Insure that materials do not fall into the structure during demolition and placement of the new frame.

11.1 Water Valve Pit Modifications: New curb and gutter shall be in-place before beginning work on the pit modifications. Remove the existing metal covers from the top of the pit (no demolition work is required). Install formwork for the new top over the existing concrete top so that the new top is level with the top of new adjacent curb. Place the new frame and hinged lids centered over the existing openings. Once the location has been approved by the Government, adjust the elevation of the top of frame to match grade with the new formwork. Provide expansion joint between the new top and the new curb and gutter as noted on the Navfac sketches. Cast the new concrete top with 1/2” beveled edges on all exposed edges. Provide a broom finish to the concrete and liquid curing agent after finishing work is complete.

12. Sedimentation and Erosion Control: Install gravel check dam at the inlet to the down stream storm drain inlet and around new drop inlets. Refer to the standard details shown in the contract drawings. Maintain devices until the sod is fully established. Upon completion of work, remove check dams and install turf reinforcement mat, topsoil and sod (or concrete aprons where noted on the contract drawings).

13. Excavation, Grading and Geotextile Work:

13.1 Pavement Subgrade Work: Remove pavement structure and subgrade soils to a depth of 18 inches below the finished pavement and gutter elevations shown on the Contractor’s approved grading plan. Excavations that exceed these depths shall be repaired with an approved stone aggregate. Such repairs shall be made at no additional cost to the Government. Shape and compact subgrade soils to 95% compaction based on ASTM D698 soil density test. Test of the subgrade soils shall be made by the Contractor and included in the bid. Do not operate compaction equipment in vibratory mode if doing so begins to damage the Subgrade soils. Monitor progress to insure that equipment does not cause subgrade failures.

13.2 Geogrid: Place geogrid on the prepared subgrade so as to minimize wrinkles and creases. Provide fabric overlaps that conform to the manufacturer’s recommendations.

13.3 Aggregate Base Course: Based on the Contractor’s accepted grading and drainage plan, install new aggregate base course materials over the new geogrid. Grade and compact stone in 6 inch lifts. The Contractor’s surveyor shall check grades as work progresses. Final aggregate surfaces shall be within 0.05’ of the design elevations.

14. Storm Drain Modifications:

14.1 Pipe Lines: Lay new HDPE double wall pipe in accordance with industry practice and the manufacturer’s recommendations. Install pipe as quickly as the pipe trench or existing ditch is brought to grade. Utilize a string line and batter boards or laser level to insure that the pipe is laid on the required grade line. Wrap each pipe joint with a section of nonwoven geotextile fabric of sufficient length to completely encircle the pipe. Allow a minimum 1’ overlap of the fabric. Fabric shall extend 2’ on each side of the joint. Secure the fabric in place with duct tape for backfilling operations. Minimize joints where ever possible.

14.2 Pipe Line Stubs: Where new pipe joins existing pipe of the same diameter, construct a new cast-in-place concrete pipe collar reinforced with steel. Refer to the Navfac sketches for details of the collar. Insure that the collar has fully cured before backfilling against it.

14.2 Backfilling over new pipe lines: Place backfill using procedures that will insure that the pipe will not be displaced. Temporarily weight pipe that will be backfilled with flowable cement fill in order to prevent uplift.

14.3 New Drainage Structures: Place new structures to the invert elevations shown on the Contractor’s accepted grading and drainage plan. Undercut below the invert depth to allow for the base thickness and a foot thick aggregate base pad. The pad shall be placed on a compacted Subgrade and new geogrid fabric. The pad shall extend 1 foot minimum

beyond the perimeter of the new drainage structure. Grout in new storm drain pipes with a nonshrink cement grout. If concrete masonry units are used in lieu of precast concrete, parge both inside and outside of the box with cement grout. In addition, wrap the exterior of the box with a nonwoven geotextile fabric. Backfill around each drainage structure with flowable cement backfill. Set new ductile iron drainage appurtenances in a grout bed and extend the geotextile fabric wrap around the sides of the frame casting.

15. Concrete Work: Curb and Gutter: Forms shall be set to meet the radius shown on the Contractor’s approved drawings. Set curb elevations to provide positive drainage for the new curb and adjacent bituminous pavement. Concrete shall be placed and consolidated to provide consistent curb faces and gutter lines. Provide tooled contracting joints at spaces not to exceed 10 feet. Install bituminous impregnated fiber board expansion joints at each end of the construction. Provide additional expansion joints at abrupt changes in curb geometry and where new concrete abuts well anchored features such as the new drop inlets. Concrete finishes shall be first class in every respect. Waviness of the curbing will not be tolerated. Concrete shall be completed with a broom finish and treated with an approved liquid applied curing compound.

16. Bituminous Pavement Work: Place and compact new bituminous mixes in accordance with NCDOT SSRS, Section 610 except as noted above. Compact new pavement courses to 90% of the mix maximum theoretical density. Test mat thickness as materials are placed. Finished surface course shall be smooth and free of roller marks, tears and creases.

17. Pavement Markings: Layout the new markings to meet the requirements shown on the attached plates. Utilize industry standard pavement premarking techniques to layout the new marking scheme. Make small adjustments to the plan when directed by the Contracting Officer at no additional cost to the Government. Obtain approval of the layout by the Air Station Traffic Engineer prior to the placement of final paint markings. Remove three each traffic signs and posts.

17.1 Temporary latex markings: Shall be installed in two separate coats of approved traffic paint. Insure that the first coat of paint is fully dry before applying the second coat of paint. The final coat shall have retroreflective glass beads applied to the surface of the paint. Wet film thickness (including the glass beads) shall be 15 mils for the final coat of paint. Beads may be hand applied. Protect adjacent pavements and concrete from excess paint by protecting edges with a removal tape media. Refer to reference specification 02762, “Latex Pavement Markings” for layout and installation requirements.

17.2. Pavement Markings: Retroreflective Thermoplastic: Use the thermoplastic for all markings applied on roads and driveways. All markings shall be retroreflective through the use of approved glass beads. Thermoplastic thickness shall be not less than 90 mils for stop bars and 60 mils for other markings. Preformed heat applied thermoplastic markings as manufactured by Flint Trading, Incorporated, Thomasville, North Carolina, may be used as an alternative method of installation to the hot extrusion method. Utilize

the preformed thermoplastic markings for the required yield lines shown on the drawings. Provide road closure to perform thermoplastic work. Road closures must be coordinated through the Contracting Officer.

17.3 Pavement Line Markers: Place double sided reflectors in accordance with NCDOT Standard Drawings 1250.01. Install adhesive applied markers using the adhesive recommended by the manufacturer of the marker.

18. Sign Placement: New signs and relocated stop sign and speed limit sign shall be mounted to a new galvanized Unistrut post. All hardware shall be galvanized. Signs shall be placed on aluminum blanks sized to conform to the minimum requirements of the Manual of Uniform Traffic Control Devices, latest edition. Reference the attached specification section 02960 for installation requirements. Posts shall be installed plumb and in the location shown on the plate below. Disturbed soils shall be well tamped after the post has been plumbed. Traffic sign height shall be mounted so that the bottom of the sign is 7 feet above the top of curb. Parking signs that require relocation shall match height and placement criteria represented by current signing scheme.

18.1 Frangible base units: Install frangible base units on each existing or new sign installed under this contract. Make installations in conformance with the manufacturer’s recommended procedures.

19. Sod Repair:

19.1 Turf Reinforcement Mat: Place mat in accordance with the manufacturer’s instructions. Trench in all perimeter edges of the fabric as noted on the contract sketches. Upstream panels shall overlap downstream panels. Soil subgrades shall be undercut sufficiently to place the mat, soil backfill and sod such that the top of sod meets the grade elevations set by the Contractor’s approved grading plan.

19.2 Topsoil Backfill and Fine Grading: Install salvaged topsoil so that the top of the sod lays ½” below finished pavement surfaces. Once soils have been brought to grade, fine grade surfaces so that contours are smooth and pleasing; varying less than 1 inch in 10 feet. Maintain a minimum 1” soil cover over the turf reinforcement mat. Once soils have been shaped, compacted and brought to final grade, install sod over the exposed surfaces.

19.3 Sod: Place sod in strips that run longitudinal to the ditch grade line for a distance of 1 foot above the bottom of the ditch. Above the 1 foot elevation, strips of sod may be laid parallel to the slope fall line.

19.4 Sod Maintenance: The Contractor shall be responsible for insuring that the sod is fully rooted before the sod is accepted by the Government. Monitor construction sites for washouts and promptly make repairs as soon as undercutting is noted. Water sod at

regular intervals and DO NOT rely on natural rain events to occur. Replace sod that does not fully root or that dies before the mat is firmly rooted to the soil.

20. Site Cleanup: Replace the precast concrete barrier section in its original location once the concrete work has been accepted. Reinstall the protective base cover around the light pole and reinstall the cable television marker adjacent to the sidewalk. Remove excess soils and clean new concrete surfaces to a broom clean condition.

End of Section

32 17 23.00 30
SIGNS, TRAFFIC CONTROL SIGNS
09/08

PART 1 GENERAL

1.1 REFERENCES

The publications listed below form a part of this specification to the extent referenced. The publications are referred to within the text by the basic designation only. Contractors shall utilize documents with the latest revision and amendments.

FEDERAL SPECIFICATION PUBLICATIONS (FS)

L-S-300 Sheeting and Tape, Reflective: Nonexposed Lenses, Adhesive Backing

FF-W-84 Washers, Lock (Spring)

Military Specifications (MS)

DOD-P-21035 Paint, High Zinc Dust Content, Galvanizing Repair

U. S. DEPARTMENT OF TRANSPORTATION, FEDERAL HIGHWAY ADMINISTRATION PUBLICATIONS (FHWA)

Color Tolerance Charts "Color Tolerance Charts"

MUTCD "Manual of Uniform Traffic Control Devices"

AMERICAN SOCIETY FOR TESTING AND MATERIALS STANDARDS (ASTM)

ASTM A123 Zinc (Hot-Galvanized) Coatings on Products Fabricated from Rolled, Pressed and Forged Steel Shapes, Plates, Bars and Strips

ASTM A153 Zinc Coated (Hot-Dip) on Iron and Steel Hardware

ASTM B209 Aluminum and Aluminum-Alloy Sheet and Plate

ASTM A354 Quenched and Tempered Alloy Steel Bolts, Studs and Other Externally Threaded Fasteners

ASTM A499 Hot-Rolled Carbon Steel Bars and Shapes Rolled from Rail Steel

NORTH CAROLINA DEPARTMENT OF TRANSPORTATION (NCDOT)

NCDOT SSRS (2006, English) Standard Specifications for Roads and Structures

1.2 SUBMITTALS

Submit the following in accordance with Section 01330, "Submittals."

1.2.1 SD-07, Certificates

- a. Sign supports and hardware G
- b. Signs, complete assembly G

PART 2 PRODUCTS

2.1 SIGN POSTS

2.1.1 Steel Posts

Steel posts shall be fabricated from “Unistrut” square steel tubing. Tubing size shall be 2” square . Posts shall be made from a minimum ASTM A499, Grade 50 steel, and shall be hot-dip galvanized after fabrication in compliance with ASTM A123. Repair galvanized coatings in accordance with DOD-P-21035. Provide sufficient length to permit mounting signs to meet MUTCD height requirements and a minimum of three feet of embedment depth. Posts shall be manufactured with punched or drilled to produce 0.375 inch diameter holes placed on the tube centerline and spaced one inch apart. Start holes one inch from the top of the post. Galvanize posts after fabrication.

2.1 HARDWARE

2.1.1 Bolts and Nuts

Provide Hex bolts and nuts for sign mounting applications. Items shall conform to ASTM A354 and galvanized in accordance with ASTM A153.

2.2.2 Lock Washers

Expand Turning Radius 6th Ave and “C” Street Turn Radius Improvements 5159687

Items shall conform to FS FF-W-84 and shall be galvanized in accordance with ASTM A153.

2.2.3 Shims

Shims shall be of the same material as the sign panel.

Expand Turning Radius 6th Ave and “C” Street Turn Radius Improvements 5159687

2.3 SIGN PANELS

Signs shall be made from 0.125 inch thick aluminum sheet. The metal shall conform to ASTM B209, alloy G061-T6.

2.4 SIGN REFLECTORIZATION

All signs shall be reflectorized with an high intensity grade level of reflectivity. Reflectorized sheeting shall be adhesive backed and conform to FS L-S-300B. Traffic signs shall conform in appearance to MUTC sign requirements and Color Tolerance Charts. Apply reflective sheeting as recommended by the manufacturer.

2.5 SIGN MESSAGE

Sign message shall be applied by silk screening or reverse silk screening. Paint shall be as recommended by the manufacturer of the reflective sheeting.

2.6 FRANGIBLE BASE UNITS:

Provide a Model S200 Snap’n Safe frangible base unit as manufactured by Designovations, Incorporated, 7339 Wildwood Road, Stillman Valley, IL 61084. Provide units appropriately sized for the new post. Include “L” shaped mounting bolt hardware with each unit.

PART 3 EXECUTION

3.1 SIGN LOCATION

Locate sign as required by the drawings. Height and offsets from the roadway shall be as required by the MUTCD.

3.2 SIGN ANCHORAGE

Expand Turning Radius 6th Ave and “C” Street Turn Radius Improvements 5159687

Auger posts holes to a minimum depth of 3 feet. Auger diameter shall be large enough to allow tamping of backfill. Plumb post and compact backfill as soil is being placed. Maintain plumb during backfilling operations.

End of Section

Branch of Construction Wage Determinations
Wage and Hour Division
U.S. Department of Labor
200 Constitution Avenue, N.W.
Washington, DC 20210

2.) If the answer to the question in 1.) is yes, then an interested party (those affected by the action) can request review and reconsideration from the Wage and Hour Administrator (See 29 CFR Part 1.8 and 29 CFR Part 7). Write to:

Wage and Hour Administrator
U.S. Department of Labor
200 Constitution Avenue, N.W.
Washington, DC 20210

The request should be accompanied by a full statement of the interested party's position and by any information (wage payment data, project description, area practice material, etc.) that the requestor considers relevant to the issue.

3.) If the decision of the Administrator is not favorable, an interested party may appeal directly to the Administrative Review Board (formerly the Wage Appeals Board). Write to:

Administrative Review Board
U.S. Department of Labor
200 Constitution Avenue, N.W.
Washington, DC 20210

4.) All decisions by the Administrative Review Board are final.

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END OF GENERAL DECISION