

# ***November 2009 CTB Meeting***

D06

**0081-082-130, N501**

**Rockingham County**

This project replaces guardrail and installing high tension cable median barrier along a 10.2 Mile section of I-81 from south of Harrisonburg to north of Harrisonburg. The 2005 Traffic Data on I-81 Northbound Lane in this section is 26,000 ADT, 27% Trucks, and I-81 Southbound Lane is 24,000 ADT, 25% Trucks. Most of the work of installing the median barrier will need to be completed at night under a single lane closure.

Fixed completion July 31, 2010

# BID RESULTS FOR THE CTB

## OCTOBER 28, 2009

| Order No.                | UPC No. Project No.                 | Location and Work Type  | RECOMMENDATION | Contractor                         | Number of Bids | Bid Amount     | CN From 6 Year Program                 |
|--------------------------|-------------------------------------|---|----------------|------------------------------------|----------------|----------------|--|
| <b><u>INTERSTATE</u></b> |                                     |   |                |                                    |                |                |  |
| D06                      | 75886<br>(F0)0081-082-130, N501     | FROM: MILE POST 242.15<br>TO: MILE POST 252.50  | AWARD          | MAKCO, INC.<br>CHARLOTTESVILLE, VA | 4              | \$2,386,077.00 | \$3,439,100.00<br><br>(\$2,723,767.00) |
|                          | NH-081-3(171)<br>Construction Funds | ROCKINGHAM CO.<br><br>REPLACE GUARDRAIL & INSTALL<br>HIGH TENSION CABLE MEDIAN<br>BARRIER |                |                                    |                |                |  |

**Purpose and Need:** This project replaces existing guardrail, and installs at new locations, high tension cable median barrier along a 10.2 mile section of I-81. High tension cable systems are newly developed traffic protection technology. This is the first use in Virginia. Key attributes of this new system are that it can be used on slopes as steep as 4:1, and it works in both directions. This makes it perfectly suited to narrow medians since one run will protect both sides. This system also significantly reduces grading and drainage costs because it requires far less site preparation than standard guardrail. The new barrier will be attached as needed to the existing bridges. The new barrier will be placed according to crash history along the corridor.

Construction Engineering = \$412,692

1 Recommended for Award: \$2,386,077.00

(\$ ) = Construction Cost Only